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THE SPHERE, DECEMBER 12, 1936
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THE SPHERE

Vol. CXLVII No. 1925 WITH WHICH IS INCORPORATED THE GRAPHIC DEC. 12 1936

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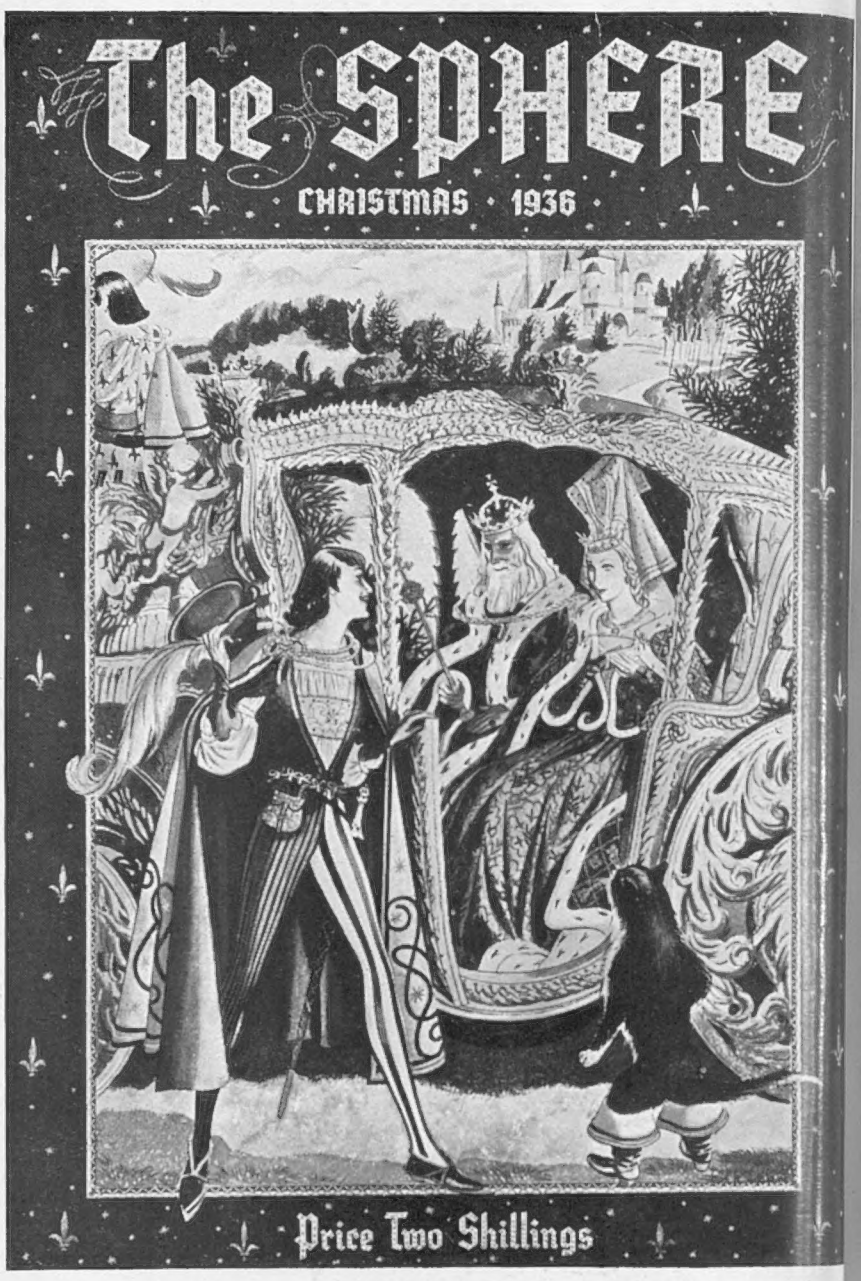


SOME OF THE FINE CONTENTS:

THE MYSTERY OF WILL WATCH, THE BOLD SMUGGLER: the principal item in the Number, on which the Editor has lavished months of preparation, deals with smuggling and smugglers, and more particularly with a mysterious character known as Will Watch whose stirring deeds typify the romance of the period. Special Illustrations illuminate the text.

A NINETEENTH-CENTURY INTERLUDE: Charles Brock contributes the central double-page plate entitled "References"; a very charming companion is seeking employment, and is facing the keen scrutiny of the lady of the house, while her son ceases reading to gaze with approval at the newcomer.

ROMANCE OF EARLIER TIMES: Mr. HOOKWAY COWLES, under the title "WHEN SOCRATES DINED," brings to life the attractive people depicted on the famous red and black vases of early Greece.

MARY QUEEN OF SCOTS: readers with a bent towards the historical will welcome the narrative of the "LAST JOURNEY OF MARY QUEEN OF SCOTS," the result of original research bringing together for the first time details of how the unfortunate Queen was carried to her final resting place in Westminster Abbey.

Among a host of other subjects and pictured incidents occur the following—"WHEN WOMEN WENT JERKINED AND SPURRED" illustrated by A. DAVIS, "BLACK MONDAY" and "DULCE DOMUM" from paintings by W. R. BIGG, A.R.A., "RURAL BLISS" by HELEN MACKENZIE, "IS LIFE WORTH LIVING" by ALFRED AUSTIN, with decorations by GLADYS REES, and a number of stories and poems too numerous to specify. The Pictorial Competition which has proved such a popular feature during past years will be continued in this issue.

ORDER EARLY FROM YOUR NEWSAGENT

CHRISTMAS KINDNESS

Some Causes Deserving of Your Charity

A lighted window with the curtains drawn back is an irresistible attraction to most of us at Christmas time. Inside we shall probably see a decorated room, happy children playing with their new toys, a bright fire, and almost certainly a Christmas tree. That is Christmas as we understand it—but here is another picture. It is a stable in which five horses are living, but it is also the only home of four motherless children and their father—an unskilled labourer, described as "a single man." Turned out of their few rooms, they had nowhere to go and this was the only shelter the father could give them. Every day the **Waifs and Strays Society** is helping children such as these and it will have 4,500 stockings to fill this Christmas. For more than half a century it has given homes to needy and cruelly treated children from all parts of the country—in all to more than 40,000. And the Society's Homes are *real* homes. They are all small, so that every child may have individual care; the young people are dressed just like other children, they attend the local schools and belong to the local Scouts and Guides. The Society has 107 Homes all over the country and they include special ones for babies and toddlers, of whom there are some hundreds. No destitute child who comes to the Society is ever turned away. Please send donations to Waifs and Strays Society, Old Town Hall, Kennington, S.E.11.

* * *

When the festive season looms in sight most of us begin the preparation of that mysterious document—the Christmas list—and we gaily search all London Town for pleasant surprises for our friends. Nobody must be forgotten. Something for Jack and something for Jill and something for those other Jacks and Jills in **Dr. Barnardo's Homes.** As Christmas is essentially the Children's Festival there can be no finer way of celebrating it than by helping to bring joy into the lives of needy little folk who have fallen upon evil times. Barnardo's always care for over 8,000 boys and girls and despite the size of their family they never say "no" to any newcomer in search of their aid. As a matter of fact something like five boys and girls are received into the Homes every day in the year, and for most of them this coming Christmas will be their first taste of real happiness. So sit you down and write out a Christmas cheque for Barnardo's. For the small sum of 10s. a child can be fed for a fortnight at the Christmas season; or for those of larger means £500 will endow a bed. Cheques, etc. should be crossed, made payable to Dr. Barnardo's Homes, and forwarded to Barnardo House, Stepney Causeway, London, E.1.

* * *

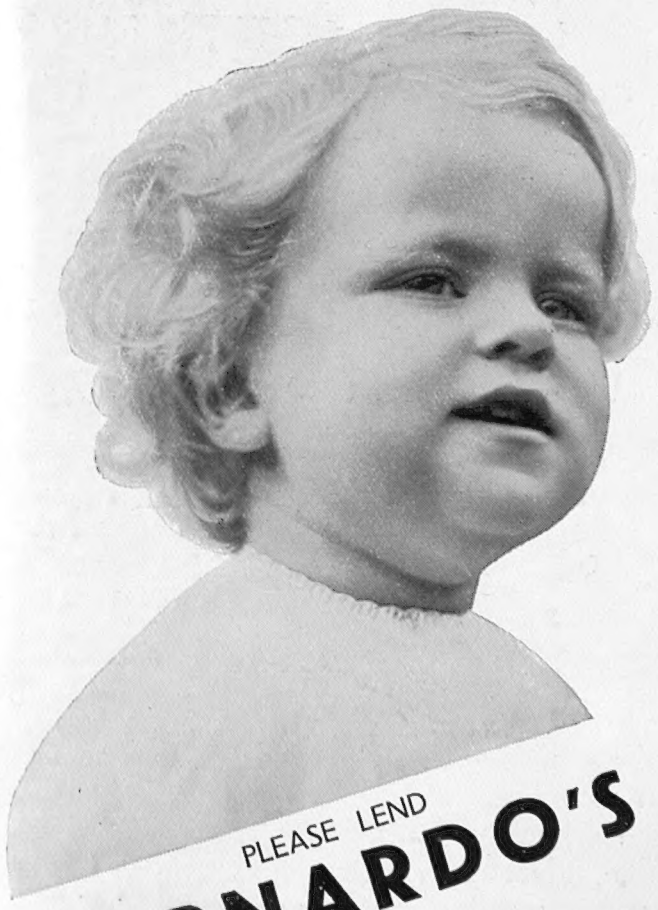
Westminster Hospital—London's first voluntary hospital—by the beginning of 1939 will no longer be a landmark to all those who pass down Whitehall and by the Houses of Parliament to Westminster Abbey. It is moving to a new site near Millbank, overlooking St. John's Gardens. There all the departments which have hitherto been scattered will be brought together in buildings where noise will be eliminated to a great extent. For many years Westminster Hospital has been seriously overcrowded and every available inch of space from basement to roof has been utilised. In the new hospital there will be, we hope, no waiting for out-patients. Special provision is being made to provide protection from any threatened gas attack in the dreaded event of war. The nurses' home is to be worthy of the great profession which is so often carried on under the most difficult circumstances. The nurses' recreation will be provided for so that they may make the best use of their leisure hours. No longer will patients be carried from an ambulance up a flight of steps, whatever the weather, surrounded perhaps by interested sight-seers. A covered roadway through the new hospital will give access to all departments. For over 200 years Westminster Hospital has unfailingly served the sick poor, irrespective of creed or country, and it now appeals to readers to help in any way they can to raise the sum of £200,000 still required to complete new Westminster Hospital. Contributions will be most gratefully received and acknowledged by the Hon. Treasurers, Westminster Hospital, London, S.W.1.

* * *

The impulse to help one another is never more fully alive than around Christmas-time. But just because it is an impulse, it usually happens that those who are nearest to hand come off best. No one has better reason to know this than the **Royal Northern Hospital.** Tucked away in the shabby district of the Holloway Road, it is somehow "off the map," and therefore unable to attract attention to itself and its constantly growing needs as others more favourably placed can do. Yet its needs are greater than most. It is the seventh largest General Hospital in London, and serves an area of over seventy square miles with a poor population of more than a million. The hospital has grown enormously in the eighty years of its existence, but it cannot grow fast enough for the demands made of it. It is bursting its walls in an endeavour to reduce its long in-patient waiting list, and for years it has been struggling courageously to overcome the handicaps of lack of space, lack of up-to-date equipment, and lack of public support. The Royal Northern is now appealing for £350,000 for renovation and re-equipment of existing wards, theatres, and special departments, and for the erection of new buildings and extensions. No Christmas impulse to help thy neighbour could be better directed than by sending a donation to the Royal Northern's special appeal. It should be addressed to the Right Hon. Viscount Halifax, K.G., Chairman of the Special Appeal, Royal Northern Hospital, Holloway, N.7.

* * *

The recurring miracle of Christmas sets the thoughts of all charitable people towards those in less fortunate circumstances than themselves. Just now, when the shops are brilliant and the spirit of lightness and cheer is abroad everywhere, the plight of those who are blind strikes with a particular poignancy. Their need is surely one that should receive every thought at this time. For more than sixty years the **National Institute for the Blind** has been doing a wonderful service in bringing mental and spiritual light into the dark lives of our sightless population. There are 65,000 blind persons in Great Britain to-day whose lives are made valuable to themselves and even to the community by the work of the Institute. Almost every book in Braille—and certainly every book in Moon type—read by the blind is produced by the Institute's presses. During last year alone, three quarters of a million books and periodicals were printed for the solace and instruction of sightless readers. Production is costly and the books are supplied to the blind at about one-third of their production cost. These trading losses can only be met by voluntary gifts which the Institute receives from the charitably minded public. In its Sunshine Homes the Institute cares for the blind babies of the country, and there are hostels for the aged and sick and needy whose state is made yet heavier by their deprivation of sight. By educational work and instructional courses in handicrafts, blind people are trained in directions that enable them to be self-supporting despite their terrible affliction. A donation sent to the National Institute for the Blind, 224, Great Portland Street, London, W.1, will be used solely for those whose sad lot must call for the compassion of all of us.



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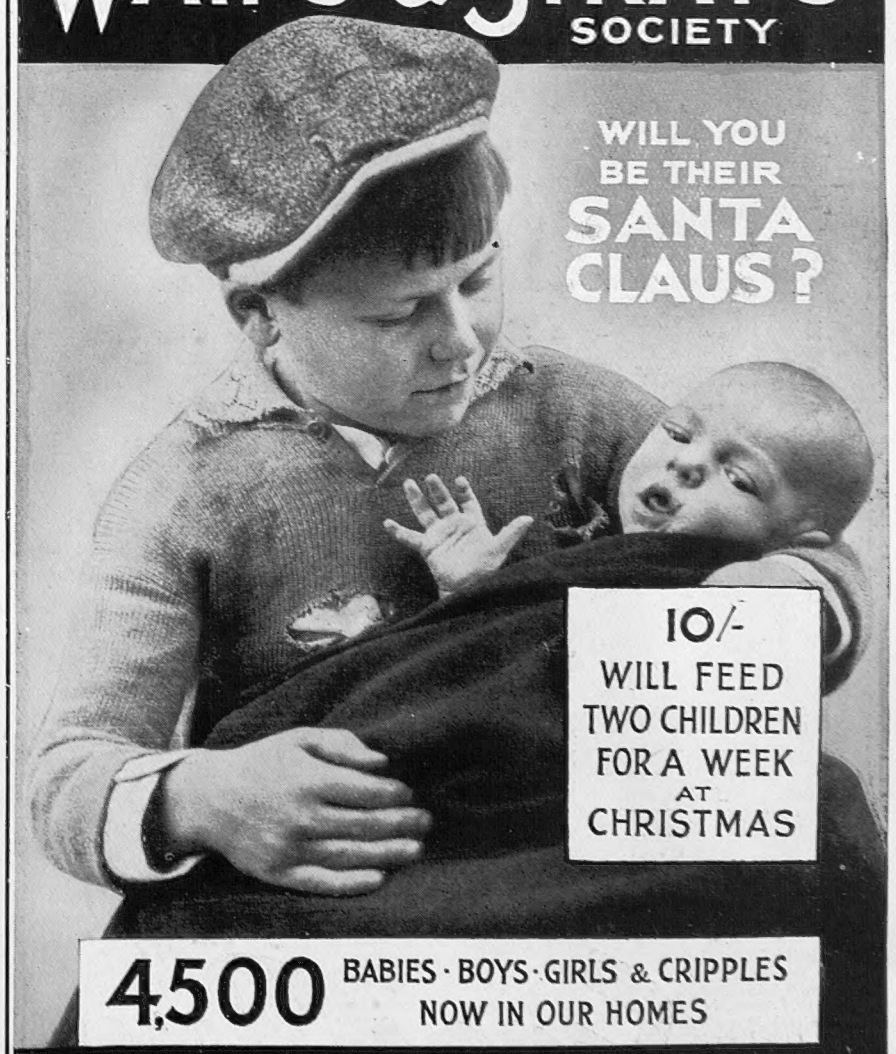

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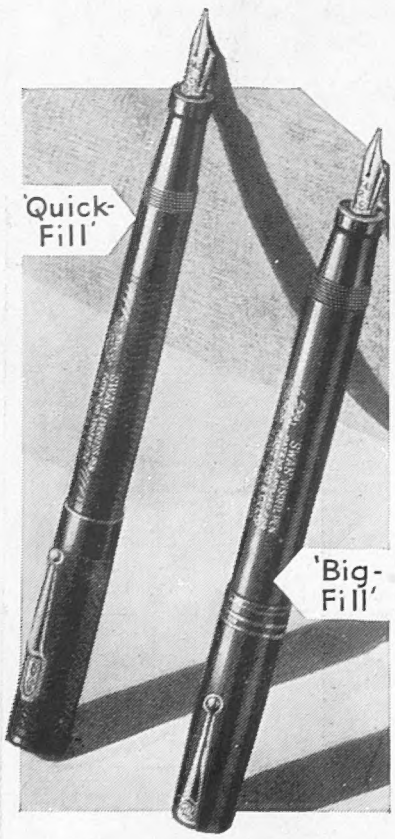

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THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

London, December 12, 1936

THE CENTRE OF THE EMPIRE'S SYMPATHY

King Edward and Queen Mary on the Last Occasion They Were Seen Together in Public

The crisis that developed so swiftly and so overwhelmingly on Thursday of last week, when the Press at last broke its great silence and wild rumour was transformed overnight into startling fact, caused intense concern throughout the world, but the thoughts of the majority in this time of stress were not wholly of a controversial character, and the peoples of Britain and the Empire were united in at least one thing—their deep sympathy for Queen Mary, for whom this has been such a tragic year, and for King Edward. On Tuesday of this week the situation was still serious in the extreme, but it was with feelings of intense relief that people opened their morning papers and read the news that Mrs. Simpson (whom the King had wished to marry) was willing to withdraw "from a situation which had been rendered both unhappy and untenable"

Postage—Inland, 1½d.; Canada and Newfoundland, 1½d.; Elsewhere Abroad, 3d.

BEARING A MIGHTY RESPONSIBILITY: Mr. Baldwin on whose shoulders fell the tremendous task of negotiation when the constitutional crisis developed. On delivering his second statement in the House of Commons this week he was heartily cheered by fellow members

A LONDON NEWSLETTER

On the One Topic of the Hour

32–34, ST. BRIDE STREET, E.C. 4,
Wednesday, December 9, 1936.

THE MONARCHY CRISIS.

—The moment when Mr. Baldwin's audience of December 2 with the King was made public, we knew that the constitutional crisis, which must inevitably come, had arrived a few days earlier than anticipated. Probably only a small percentage of the adult public was taken completely by surprise. There has only been one subject of gossip among the better-informed (so-called) classes for two months past. Those of us who have been unwillingly deluged with American Press cuttings during that period must wonder how the crisis has been so long deferred, considering the vast expenditure of the American Press to obtain for its avid readers authoritative information from England for dissemination in the States and Canada. I think in every class in Britain the first thought must be intense sympathy with King Edward. No sovereign, unless Elizabeth or Charles II, ever revealed his human side more completely to his subjects. He took them into his confidence, behaved naturally in their presence, treated them, while maintaining a high, inherent dignity, as "man to man." And he will be the first to admit that the public has never abused that trust. We sympathise with him because, for 10,000,000 Britons, it is an article of our creed as Englishmen, that their private affairs should be their own, that their disposals and choices in their own private domestic sphere should be unfettered, and, in so far as those choices satisfy legal and moral standards, should pass unchallenged and uncriticised. In those 10,000,000 cases, we should applaud as finely democratic and (in our easy modern phrase) "romantic" that which in one isolated case we are compelled to regard as impossible. If ever a man deserved peace and privacy and a measure of toleration in his private life, it is that one, lonely, isolated individual who bears on his shoulders a burden so heavy and terrible; who stands, apart and above, in the blistering rays of publicity, a symbol in flesh and blood, a statue with a heart beating like any other man's. It may be we should sympathise less if, in the public eye, that public servant of the State had shirked or slurred over his public functions. It is not so. No Prince of Wales and no King of England in history ever made so profound an impression or exercised so strong an influence in his public appearances, and none in a democratic State ever combined so admirably the dignity and mystery of Sovereignty with the liberality of mind and sympathy and knowledge of social conditions which modern Democracy demands. There is no single reservation which can qualify our sympathy.

NO MIDDLE COURSE.—

The stern fact remains unanswerable. One man among so many million Englishmen is not as other men. One man by his birth is dedicated to a unique service, pledged to the highest sacrifice in behalf of his nation. For him the sweets of human life may only blossom by happy fortune. He may not take fortune by the beard. There is for him no private room; he must live and die in the public view, bound by special standards of conduct and conditioned in personal decisions over which his subjects have unfettered freedom. Only generations of training and environment can make the chosen human sacrifice proof against the thorns of his fate. The wonder is that so high a percentage has endured it to the end. It has been King Edward's fate to succeed a King and father, happy in his temperament and happy in his own life—a King to whom fate gave golden compensations for a life of service. King Edward's training may well have proved the hardest handicap in his arduous destiny. His youth was passed, by consent and policy, more democratically than that of any previous heir to the throne. Before he had grown up he had mixed with all manner of men, freely and naturally, and absorbed the new and liberal theories of life which have made so tremendous a social revolution. He had tried every new experience before he had ceased to be a boy. The isolation of his position was never (by policy again) inculcated or constantly stressed. Yes, God knows, we may and must and do extend to him in this hour of his crisis (and ours) the sympathy of fellow men and loyal and loving subjects. The crisis remains. The great refusal or the surrender remain for choice. The only alternatives now before him are abdication or acceptance of his great trust, his mighty sacrifice, and his glorious destiny. There is no middle course, becau the King has never be prone to accept compr mise, and because t Empire will not sta a middle course. H great the sacrifice ev decent man of hum sympathy and hea knows. How great t trust he knows himsel How great the destiny had living testimon only a few days ago South Wales. He w make his decision the knowledge tha sympathy is natio wide and world-wid In the overshadowi greatness of th destiny lies th nation's best hope f the decision. But t decision (one way the other) must not b deferred one hou longer than necessar

* * * *

The vital events a phases of this cons tutional crisis must b set down for recor So great is its impor ance deemed now, large will it bulk t morrow in Englis history, that it woul be wrong to attempt paraphrase the Frid statement made to t House by Mr. Baldwi Perhaps no announc ment made in Parliame was ever more careful considered by leg authority or contain sentences more exac chosen. None surely w ever read more anxious or more widely throug out the Empire.

QUEEN MARY — TO WHOM THE PEOPLE EXTEND SYMPATHY a time of great stress. Her Majesty arriving back at Marlborough Hou after an afternoon drive with Princess Alice, Countess of Athl

POINTS OF THE FRIDA STATEMENT.

— In his previ declaration that no constitutional d culty existed, Mr. Baldwin had obliqu defined the issue. His Friday statem established several vital points. It m clear at that moment that objection the King's choice was not based on a question of rank or nationality. T point was later stressed by leaders all parties in Parliament. Objection broad-based on grounds which must presumed to constitute the view of Church (a view which the Primate not publicly state when he enjoi on his clergy the necessity for silence the subject in the pulpits during tense Sunday). The ground of objecti was that the contemplated marriage

in the circumstances incompatible with the dignity of the Crown. It was clearly and forcibly re-affirmed by responsible newspapers on Sunday, by none more strongly than by the *Sunday Times*, which clearly set forth the circumstances in question and added: "These are antecedents to marriage for which we can recall no parallel in any marriage, morganatic or other, of any crowned head in modern times. The King of this country is King for the whole Empire. He reigns over subjects who include a vast diversity of faiths and outlooks. His action, were he to marry Mrs. Simpson, would no doubt be differently judged by different sections. But the number of those whom it would wound in their most intimate feelings is far too large, and their distribution far too widespread over the key-positions in the Empire, for any statesman to contemplate affronting them in this way." Mr. Baldwin's Friday statement further expressly declared that this view of the contemplated marriage was shared by the Colonial Premiers, without whose agreement the legislation spoken of could not, even if the existing or any other British Government would sponsor it, be given effect to. It did not expressly declare that the Labour Party shared the views of Government and Colonial Governments but no serious doubts existed at that moment that the Opposition concurred, although a few hours later some colour was given to the possibility that the Labour Party would await events before definitely declaring its refusal to take office in certain eventualities. The statement of Friday did not touch on the responsibility for the precipitation of the crisis but there was forthcoming, very soon after, good authority for the conclusion that the Bishop of Bradford's words did not advance it by more than a few hours, and that the Government had no active part in the raising of the issue then. It was raised by the King himself when he invited the Government's view on the possibility of an Exclusion Bill. Thus, by implication it became clear also that the King himself recognised that his contemplated marriage would be viewed, alike by the Government and the responsible part of the nation, by the Churches and by the Empire Governments, as indeed incompatible with the dignity of the Crown and Symbol of Empire.

A TENSE WEEK-END.—

From Saturday onward, therefore, while wild rumour grew and ill-informed gossip ran riot, while the Continental Press pursued an unfortunate lady, a fugitive, across France, while Cabinet after Cabinet met, and the Premier and other statesmen came and went between Downing Street and the Royal residences, while all approaching Royal engagements were cancelled, and Coronation industry flagged from uncertainty—the issue alone was and remained firmly fixed. Some of the far-sighted among statesmen and journalists instantly saw the danger of delaying the decision. It would carry with it the risk of the formation in public opinion of a "King's Party," it might turn an Empire tragedy into a party question (and that risk indeed gained substance in certain columns of the Press.) Yet there were others of weight and vision who, seeing that danger, saw also the danger of forcing the King to make a hasty decision, and as the hours wore on, public apprehension concerning the likelihood of abdication clearly increased and gained ground. Mr. Churchill took the lead in the demand for patience. On Sunday evening Mr. Baldwin publicly announced that the Government was putting no such pressure on the King. And so Sunday passed and expectation grew that by Monday the hideous anxiety would end, some considerable credence being given to the idea that the King would broadcast his decision to the Empire. That, I confess, was a view I could not endorse. In the evening of Sunday it became known that Mr. Baldwin would make a further announcement of the position (probably not a final one) on Monday at question time. So passed a historic week-end, for which only one more point seems to stand out from the nightmare *mélange*. If general sympathy was centred first round the King, it was not withheld from three others chiefly concerned in the crisis—from Queen Mary, the Duke of York, and Mr. Baldwin. And so to the events of Monday.

IN THE PADDOCK AT ASCOT IN 1935: The King and Mrs. Simpson pictured together between races

THE SYMBOL OF MAJESTY: The newly-broidered Royal monogram, here seen on a State occasion adorning the uniform of a trumpeter

THE EVENTS OF MONDAY.

—The Premier's further and eagerly awaited statement, promised for Monday, told little which was not now generally accepted. He made clear that throughout the crisis, which the King had himself precipitated a good deal earlier than was generally supposed (three weeks ago) and many days before the Bishop of Bradford's remarks, the relations between Sovereign and Government had been without dissension. Except in reply to the question of a morganatic marriage raised by the King, Mr. Baldwin has tendered no advice and his Government had put no pressure for a quick decision or a decision in either direction. For the rest, Mr. Baldwin's discussions with the King had been unofficial. The Government's sole desire and effort had been directed to helping the King in his hour of need, while it remained convinced that delay might be fatal to national and imperial interests. His announcement of the Government's deep and respectful sympathy with His Majesty at this time was made with a sincerity which must surely have spiked the guns of the mischief makers, and stressed for the less imaginative the need for that sympathy. It is difficult indeed to exaggerate the trial through which the King is now passing. Speakers from all parties asked, quietly enough, for more and early information, but Mr. Baldwin was not hopeful of supplying the general need, and clearly knew no more than he had made public, as the House recognised. Tuesday's development (Mrs. Simpson's statement) could hardly fail to have struck a majority of the nation that the solution might come along those lines but the difficulty of the decision for the King could hardly thereby be made any easier.

STILL NEED FOR PATIENCE.

—That the decision is not yet taken or made public (at the time of writing) is regrettable, but justice and logic alike disarm criticism. The public has urged that in a decision so grave the King shall not be pressed, and the delay in reaching it now clearly falls hardest on him. Criticism of the Government's part in the crisis is surely stilled for ever. It is the King who is the greatest sufferer and after him the nation. The times are as anxious as at any period in our history. Any hour may usher in a European complication of magnitude. When the issue is resolved and there is time and justification for cool reasoning, one question may perhaps be raised and answered, in no spirit of criticism. Having regard to the critical hour for Europe and to the fact that the contemplated marriage could not in any case have taken place until April, might not the issue he himself raised, have been postponed by the King or at the request of his Ministers? It may be that the answer will show that the time, if unfortunate, was inevitable, having regard to the plans for the coronation. With an open secret, too, every hour of delay was mischievous. It may be the question will never be raised. It must be the earnest hope of all that, once the issue is settled, the limelight of world curiosity will shift to another and less tragic scene. In a drama so grave and so unhappy there is no place for criticisn and every ground for silence. In a drama so human, no human being shall venture to be wise after the event. There are in human life forces and obstacles which men—even supermen—submit to in silence as beyond man's resistance, and man's over-coming, and man's prevision. They may wreck the labour of years of patient building. "But yet the pity of it, Iago. O Iago, the pity of it."

THE OLD STAGER

ASPECTS OF THE WE

The Crowds that Forgathered in London

WATCHING AND WAITING OUTSIDE MARLBOROUGH HOUSE in the hope of catching a glimpse of Queen Mary. Her Majesty, like all the other members of the Royal Family, cancelled all her engagements when the constitutional crisis developed

No. 10—ANOTHER FOCAL POINT OF TH Street on Sunday evening when a Cabine house and there were constant arrivals an a certain amount of mingled cheering an

MAKING THEIR FEELINGS KNOWN: A party of young people marching up and down outside Buckingham Palace when staging a demonstration last week. Some of them waved Union Jacks and repeatedly shouted such slogans as "We Want the King"

AN ORGANISED DEMONSTRATION: A scene in Hyde Park during the first and most anxious days when feeling was running high. Those who resorted to these open methods were largely irresponsible youths with little understanding of the real gravity of the situation

THE KING DRIVING TO BUCKINGHAM PALA December 3 after he had had a long consu He had arrived in London from Fort Belvede Duke of York and Mr. Baldwin. At 1.20, Majesty arrived back at Fort Belvedere a

CORONATION PREPARATIONS CONTINUE: Workmen busy fixing timber for the erection of stands outside St. James's Palace. A scene that brought re-assurance to many members of the general public troubled by the startling nature of the news

THE DUKE OF YORK IN A HURRY: His Royal Highness running into his home at 145, Piccadilly, possibly to escape the attentions of photographers. This was on December 4, following a call at No. 10, Downing Street where he had spent 20 minutes with the Prime Minister. Later in the day he went to Buckingham Palace and remained some time

AT NO. 1 Lo Ho Sir Sa Do leav tha meet

EK OF ANXIETY

Mrs. Simpson at the Cannes Villa

THRONG: The crowded pavement in Downing meeting was in progress in the Prime Minister's departures. As the Ministers dispersed there was booing, but it was of a very moderate character

THE HOUSE PARTY AT THE VILLA LOU VIEI: Mrs. Simpson who gave no interviews following her arrival at Cannes on Saturday of last week, agreed to allow this picture to be taken and she is seen here with Lord Brownlow, (left), Lord-in-Waiting to the King who accompanied her on her journey across France, and Mr. and Mrs. Herman Rogers, her host and hostess. On Tuesday afternoon Lord Brownlow is reported to have stated "Mrs. Simpson is likely to stay at the Villa Lou Viei until after Christmas, and so far has no intention of going anywhere else. She has seen no doctor, and is not in need of one"

from Marlborough House on the evening of tion with Queen Mary between 10.30 and 11.30 p.m. at 8.30, and in the interval had also seen the the early hours of the following morning His thus ended a very long and intensely tiring day

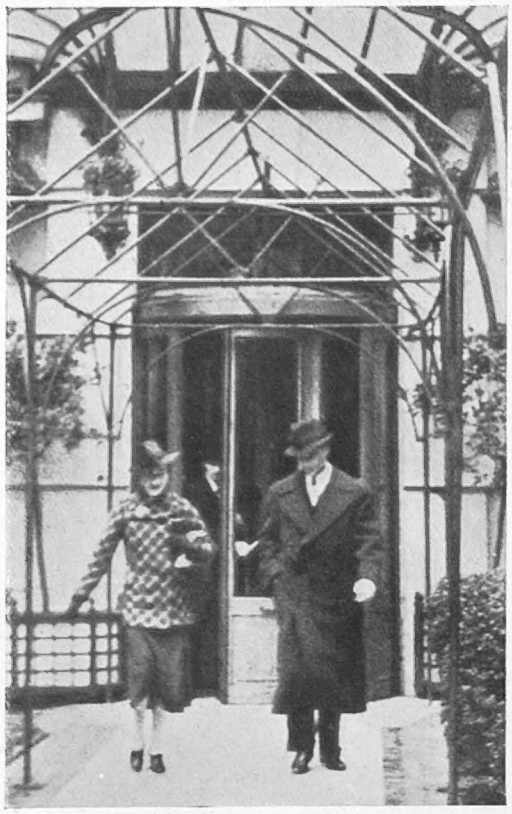
THE DUKE OF YORK LEAVING BUCKINGHAM PALACE after dining with the King. Another incident of the first few days of the crisis when His Royal Highness maintained constant communication with Buckingham Palace and with Fort Belvedere

Lord Swinton (left), the Air Minister, and Hoare (right), the First Lord of the Admiralty, Downing Street following one of the many Cabinet that have been necessary during the past week

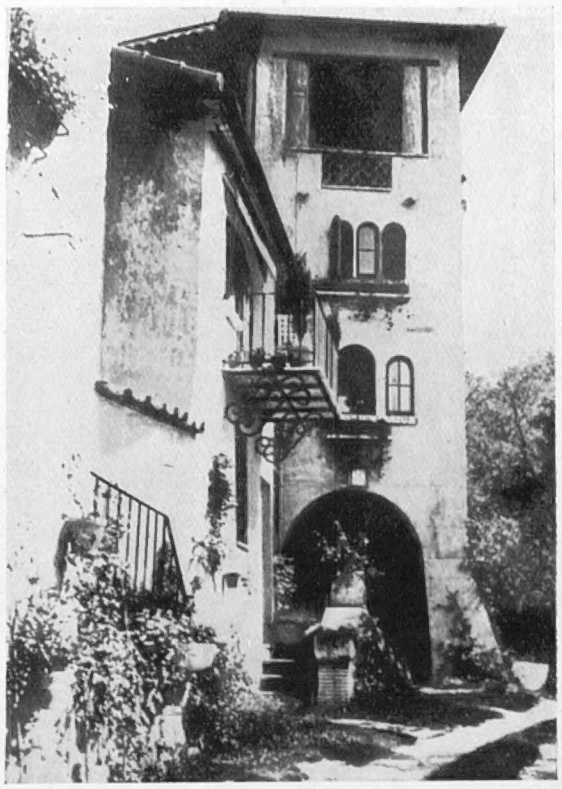
THE DUKE OF KENT AT THE WHEEL: Driving from Marlborough House with the Duchess following a visit to Queen Mary on Sunday. In the morning Their Royal Highnesses were at Royal Lodge, Windsor—the home of the Duke and Duchess of York

MRS. SIMPSON GOES TO CANNES

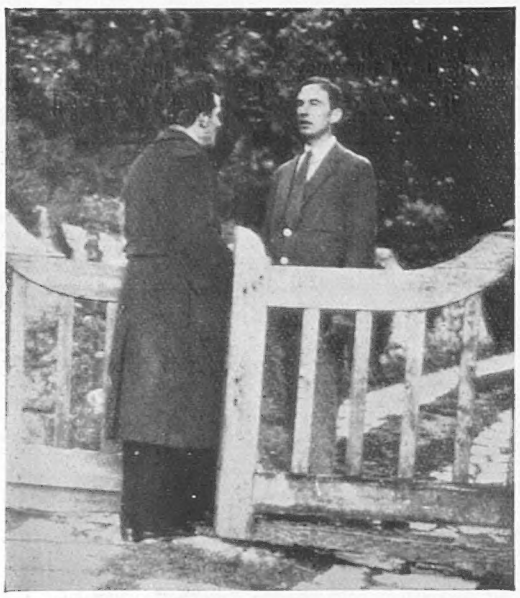
A Camera Record of Her Hurried and Secret Journey Across France



STOPPING POINTS: On the evening of Thursday of last week Mrs. Simpson left England en route for Cannes where she went to stay with Mr. and Mrs. Herman Rogers, two Americans who are intimate friends both of herself and of the King. She travelled in the greatest secrecy and spent the first night in the Hôtel de la Poste, Rouen, outside which she is seen in the picture on the left. *Right*—The Hôtel de France at Blois, 35 miles to the south of Orléans, where she arrived by car at 7.25 p.m. on Friday evening



THE VILLA LOU VIEI AT CANNES where Mrs. Simpson arrived after her hurried journey from London. To escape the crowd of photographers waiting outside her car entered the gates at a speed of nearly 40 m.p.h.



MR. HERMAN ROGERS (right), Mrs. Simpson's American host, talking to a journalist across the gate of the Villa Lou Viei. The reporters tried every means to gain access but, needless to say, were prevented from obtaining interviews with Mrs. Simpson

THE DRAMATIC ANNOUNCEMENT

Made from Cannes

At 8 o'clock on Monday night Lord Brownlow, Lord-in-Waiting to the King, who travelled from London to Cannes with Mrs. Simpson, made the following statement to the Press, which considerably eased the constitutional situation: "Mrs. Simpson, throughout the last few weeks, has invariably wished to avoid any action or proposal which would hurt or damage His Majesty or the Throne. To-day her attitude is unchanged, and she is willing, if such action would solve the problem, to withdraw forthwith from a situation that has been rendered both unhappy and untenable"

MR. AND MRS. HERMAN ROGERS who have for some time past been on terms of friendship with the King and Mrs. Simpson and who were members of the yachting party during the royal cruise down the Dalmatian coast. In September they spent several days at Balmoral

A GENDARME BARS THE WAY: Preventing journalists from gaining admittance to the Villa Lou Viei. On her arrival there at 11.30 on Saturday night Mrs. Simpson went at once to her room, and since then she has been taking things very quietly. Mrs. Simpson left Fort Belvedere at 8 p.m. on December 3, and was travelling for the next 51½ hours with only two brief stops for rest, one at Rouen and the other at Blois

LADY FURNESS passing through the customs at Southampton on her return from America. She is another great friend of Mrs. Simpson and it has often been stated that she first introduced Mrs. Simpson to the King

FORT BELVEDERE, THE KING'S FOREST RETREAT

Where His Majesty Spent the First Days of the Crisis

THE FAVOURITE ROYAL RESIDENCE: An aerial view of Fort Belvedere, the country retreat where the King has spent so much of his time since the development of the constitutional crisis. The place is situated in sylvan surroundings near Virginia Water, seven miles from Windsor, and dates from the time of George II. It was greatly enlarged by King George V, and it now possesses an open-air swimming pool, an all-weather tennis court, and a covered-in squash racquets court, part of the roof of which can just be seen on the extreme left

A MESSENGER FROM LONDON: A despatch rider handing papers to a plain clothes man guarding the gates of Fort Belvedere. A picture taken last week-end when the King was in hourly touch with Buckingham Palace

SIGHTSEERS AT THE GATES, doubtless hoping to catch a glimpse of His Majesty. Careful watch is kept for intruders, particularly "Gentlemen of the Press"

A POLICE DESPATCH RIDER leaving the main entrance of Fort Belvedere after delivering documents which he had brought from London by road

MEMBERS OF THE ROYAL ENTOURAGE whose names have of late been looming large in the news. Left to right: Major Ulick Alexander, Keeper of the Privy Purse; Sir Godfrey Thomas, Assistant Private Secretary; Mr. Walter Monckton, K.C., Attorney-General to the Duchy of Cornwall; and Colonel the Hon. Piers Legh, Equerry. The first two gentlemen and Colonel Legh were summoned to a conference at the "Fort" on December 3, returning to London after an hour and a half with the King. Mr. Monckton, who has been acting as His Majesty's personal legal representative, has possibly played an even larger part in affairs. During the week-end he was constantly travelling between Fort Belvedere and Downing Street, and altogether spent over ten hours with the Prime Minister in the space of three days. Besides his purely legal relationship, Mr. Monckton is a personal friend of King Edward, with whom he has a host of interests in common

SIR ARCHIBALD SINCLAIR, leader of the Liberal opposition in the House of Commons, who was called into consultation by the Prime Minister when the Cabinet sought to learn the views of all parties on the situation that had developed

MR TE WATER (left), High Commissioner for the Union of South Africa, on his way to Parliament to hear Mr. Baldwin's "Second Statement" on the crisis, which was delivered on Monday evening and did much towards clarifying the Government's position

MR. WINSTON CHURCHILL in conversation with Sir Assheton Pownall at the Anglo-French Luncheon Club at which he presided on Monday. Mr. Churchill played quite a prominent part in the events of the week, and not only urged that the King should be left free to make his decision without being hurried, but also that nothing irrevocable should be done without the full facts being first placed before members of Parliament

PREBENDARY PERCIVAL, the King's chaplain, leaving after conducting the service last Sunday at the Chapel Royal, St. James's Palace. In common with other churchmen he made no pulpit comment on the situation. Prayers for guidance were offered, however

SIR ERIC MIEVILLE, Private Secretary to the Duke of York, leaving No. 10 after an interview with the Premier. He was formerly Private Secretary to the Viceroy of India and before that acted in a similar capacity to the Governor-General of Canada

ROYAL MARRIAGES

A Glance at History

IT is often asserted, as if it were a generally accepted axiom, that marriages between members of royal families are necessarily loveless and unhappy. A marriage arranged for political reasons is, we are assured, a cruel farce of what a real union should be. Yet a glance back at the royal marriages which have taken place in England would tend to disprove the theory.

No one questions that Queen Victoria adored her husband, her own private diaries and letters are full of her happiness and of his perfection. Sir Robert Peel, when speaking in the House of Commons after the announcement of the proposed marriage was able to say "Her Majesty has the singular good fortune to be able to gratify her private feelings while she performs her public duty, and to obtain the best guarantee for happiness by contracting an alliance founded on affection." As the years went on the Queen could still write "how happy, how blessed I feel, and how proud in possessing such a perfect being as my husband," and there was no trace of insincerity in so conscientious a being as Queen Victoria.

As for George III he might have wanted in his early youth to have married the loving Lady Sarah Lennox or even the beautiful Quaker girl, Hannah Lightfoot, but he put such ideas by and married Princess Charlotte of Mecklenburg-Strelitz. They met, and they were married, and for years they led the happiest, simplest lives ever led by married couple. It is said the King winced when he first saw his homely little bride, but, however that may be, he was a true and faithful husband to her, as she was a faithful and loving wife. So writes Thackeray, no flatterer of princes, who could describe their faults and vices with no unwilling pen, but who assures us that kindly George III was happy in his home.

Caroline of Anspach, consort of George II, was beautiful, clever, and witty and could have had the hand of the Emperor but chose George, the coarse little King of England. She loved him and was loved in return, even though, with the lack of refinement of the period, he continued to have mistresses. But he was frank, told her all about them, consulted her about everything, and trusted her completely. When she was dying of a complaint she had concealed so as not to annoy him, he cried with grief.

Queen Anne had the tenderest regard for her husband, Prince George of Denmark. Others might find him utterly dull and incapable, to her he was kind and affectionate, and she bestowed upon him all the love of which she was capable. When it was suggested to her, after his death, that she might marry again, she replied firmly that it was quite impossible for her to think of it.

Of the earlier kings there is not so much intimate knowledge of their matrimonial happiness. We know that Margaret of Anjou was the master mind in her union with the weak Henry VI. If we are to trust Shakespeare, Henry V loved his Kate, and everyone is aware of the deep love of Edward I for Eleanor of Castile. She had accompanied him on his crusade to the East and was his devoted wife, and his sorrow at her death was marked by the exquisite tomb he erected for her in Westminster Abbey, and by the crosses put up everywhere her body rested on the way from Lincoln to London. Charing Cross is her memorial in London.

From such instances as the above it can be argued that many royal marriages, however political their origin, proved satisfactory for both monarch and country. For the country showed its approval of nearly all the consorts selected by the sovereigns. Only in a few cases did the monarchs choose someone against the wishes of the subjects and in so doing evinced their own lack of foresight

Edward IV married Elizabeth Woodville, the widow of Sir John Grey, secretly, at the time when the barons were planning a foreign marriage. This brought about a continuance of the Civil War, so greatly offended were the nobles. The lavish gifts bestowed upon the queen's relations, regarded as upstarts, had annoyed everyone so that, at his death, the summary execution performed upon them by Richard III was witnessed with apparent indifference. The young sons were hurried to the Tower, there to suffer a cruel death.

Henry VIII in his passionate desire for Anne Boleyn, risked the antagonism of Europe, cast off the Pope and braved the indignation of the people who warmly espoused the cause of Queen Katharine. From the pulpits so much was said against the proposed marriage that Cranmer forbade all mention of it, indeed an Act of Parliament had to be passed to make it high treason to wish or practise harm to the king, the queen, or their heirs. Yet within three years the king had tired of the woman for whom he had ventured so much, and had ordered her pretty head to be struck off.

Mary Tudor also married the man of her choice, Philip of Spain, against the wishes of her subjects.

The English people also disliked the idea of the marriage of Charles I with the French princess, Henrietta Maria, fearing that as a Catholic she would inevitably insist upon toleration for the Catholics in England. Charles married her, by proxy, in France while Parliament was not sitting.

James the Second in marrying Mary of Modena, incurred the grave displeasure of the people. By his first wife, he had had two daughters, Mary wife of William of Orange, and Anne, both Protestants, while his new wife was a Catholic and any child of hers would belong to her faith. Popular discontent was shown in an effort to exclude the Duke of York (as James II then was) from the succession, an attempt which was prevented by Charles II. But the dislike remained in such force that when a child was born they insisted it was only a substituted infant, who has ever since been known as "The Old Pretender."

B. H.

SPHERE SURVEY

GERMANY'S BACK-TO-THE-LAND MOVEMENT: General Göring, who has been entrusted with the task of carrying through the new four-year plan of self-sufficiency, addressing the Conference of Peasants at Goslar, Brunswick. During the course of his speech he referred to land-workers as the "storm battalion in the fight for freedom in food production which is in turn a vital step towards national independence"

MADAME NAHAS PASHA, wife of the Egyptian Prime Minister, walking veiled to the Parliament House in Cairo in order to attend the formal opening of the new session, at which the Speech from the Throne was delivered by her husband

RESCUER AND RESCUED: Fritz Roethke, the sole survivor of the German steamer *Isis*, which recently sank with a crew of forty off the Cornish coast, pictured with Captain Kahbitzen, of the Atlantic liner *Westernland* which went to the rescue

ATHENS PAYS HOMAGE: The scene in the Greek capital during the ceremonial preceding the re-interment of the bodies of King Constantine and his consort Queen Sophie which had been brought from Florence where they had lain for the past thirteen years in the Russian Church

IN THE LAND OF THE CONQUEROR: Ras Seyum, the Abyssinian chief who led one of Haile Selassie's armies, and Ras Chetagiou watching the great military revue held on the Via dell' Impero, Rome, in honour of the visit to Italy of Admiral Horthy, the Regent of Hungary. They are among the many nobles who have now accepted Italian domination of Ethiopia

STALIN SPEAKS: The Soviet leader gave the peoples of Russia their long-awaited new Constitution when he recently made a 2½-hour speech—his first in public since the early days of the revolution—at the opening of the All-Union Congress of Soviets in the old Throne Room of the Kremlin in Moscow. *Left*—Members of the Spanish militia who attended the meeting by special invitation; and (*right*) Stalin pictured during his address which, in addition to outlining and explaining the revised laws, contained a slashing attack on Fascism, prompted no doubt by the signing of the five-year anti-Communist pact between Germany and Japan

Thrills of the Christmas Circus

New Acts that London has Never Seen Before

By CHARLES GRAVES

ONCE again Bertram Mills and his indefatigable sons, Cyril and Bernard, have assembled a mammoth circus for Olympia after travelling the equivalent of twice round the earth, and at an initial cost of over £80,000. This year the circus will be unique because none of the acts has ever appeared in London before. The circus opens on December 22 and continues until January 27. Twice daily and three times on Saturdays these international acts will entertain you under their international names. With the exception of Charles Judge, who does not perform himself—for he is the compère of a number of chimpanzees—none of the acts performs under its real name.

Take the Kimris, who are providing one of the chief sensations—their name is Coliat. They are two men and a girl. Whereby hangs a tale. Leon Coliat had a severe accident in September last year at Atlantic City, and in order to keep the act going, which consisted of himself and his brother, his wife took his place. Leon had fallen over 50 ft. and injured his back when the apparatus was being lowered after the final trick one evening. Veronica, his wife, now alternates with him, the third member of the troupe being her brother-in-law. She was born a Lett, but is now of French nationality. They will provide a bigger thrill even than the Flying Wallendas.

I never knew the Wallendas' real name, but the Eight Danwills—spring-board acrobats—are none of them Danwills. They consist of three brothers and a sister-in-law of the name of Gottlieb, an American, and three Hungarians. In order to secure them for the circus, Bernard Mills flew through a thunderstorm to Detroit from New York, but on his arrival discovered that one of the troupe had broken a bone in his ankle, with the result that he had to see them again in Washington before signing them at 5 a.m. two days later in New York, with a hotel receptionist as the witness.

Of the Nine Cumberlands, "England's greatest riding act," not one of them is really of that name. They are a troupe of riders collected from the best English acts and are still preparing at Ascot.

The Peerless Potters consist of a number of young American boys presented by old Harry Potter, who performed under his own name with Ella Potter, his wife, in a famous aerial act with Barnum and Bailey's Circus in the 'nineties. Quintillia is a girl wire-walker, whose real name is Gertrud Quintilius. She, like all the other acts, has filled in a questionnaire. This shows that she was born in Frankfurt. In reply to the question, "With what show or troupe did you receive your training?" she answers: "I learned when I was nine years old at my teacher and manager, Leo Sauer, in the firm of Les Courageux. I started wire, and I am taught also in all branches of the acrobatic line, dance, acrobatic juggling, had lessons for two years with a ballet master of the Opera in Frankfurt. I have not yet had serious accidents. My teacher broke the shoulder on the wire in 1929 on account of my being specialised in the wire. My parents have not been artistes. I have not yet had the honour to work before Majesties, but in Paris I worked before the Maharaja Aga Khan and Prince Monaco. My hobby is needlework, and I am interested in horses and car sport. My exciting experience was in 1928 when working with a touring circus and I was working an acrobatic wire act. A gale rose the tent, the light went out, and the gale threw me from the wire. I got my name Quintilius because my great-grandfather was found as the fifth foundling in a monastery. He was a painter of churches."

Even the questionnaire does not disclose the real name of Maurice and May, the comedy cyclists, at this year's Circus. But they are both Italians. This is what Maurice says about himself in exactly his own language: "My parents were hoteliers in Naples, Italy, and no member of my family is artiste. I have started my artistic career with thirteen years, leaving with a cycling act, which was staying a few days with a small circus, without the agreement of my family but I only stood there for a few months, as my family, who was after me, did find me in North Italy and I had to come back. I was home for a few months, and I have left again without their knowledge with another cycling act also being a few days in Naples, this was the troupe Savelly, with which I was touring for five years. Also then, I went to another cycling act, a comedy one, les Amathys, and with this act, I have travelled around everywhere. I have been in England before with another partner for the first time and in Brighton I have made the acquaintance of my wife, who has become my partner after a short period and we have founded the firm Maurice and May seventeen years ago. I have worked with a big success with my wife and when my daughter Caterina finished her studying in England, has taken the place of her mother. Besides my daughter Caterina I have another child of six years, who is very fond of my work, and also of dancing, she is also a little cosmopolite as she talks four languages fluently, English, French, German, and Spanish."

PERILOUS PERCH: Three of the "Four Palms" whose thrilling act will be one of the highlights of this year's Bertram Mills circus at Olympia

We now come to the Great Frederico, who also acts with his wife under the name of the Two Willos. His real name is Willy Stosch. The Great Frederico does a crazy act. First of all he lies on his stomach and puts a gag in his mouth. He then attaches himself to a rope which goes straight up to the roof. There is another rope which has a loop through which he puts his toes. This extends to the top of the balcony through a pulley block and then down to the ring entrance. When he is ready the attendants pull the one that is attached to his teeth so as to get him just off the ground. Then they pull the other one until he is drawn back to the top of the balcony. Here he hangs by his teeth and his toes. He then lets go with his toes and is swung right down to the ground and up the other side by his teeth. After that . . . Well, you had better see him for yourself.

The Great Frederico was born in Hindenburg. His hobbies are boxing, billiards, and classical music, and he obviously has a sense of humour. In reply to the query "Have you had any exciting experiences?" he replies succinctly "World War." The fourteenth question which says "Please give particulars of any other interesting facts" is answered admirably—"I intend to present a new teeth trick. This will be shown the first time in Circus history. I, the Great Frederico, am the first performer who will accomplish this trick."

His wife once had a bad fall and was two months in hospital. She comes of a circus family, and her hobbies include modern music and dancing.

None of the Five Kemmys exactly answers to that name, though the head of the turn is named Kemme. The other four consist of two other Dutchmen—Billy Block and Marinus Ringleberg, an American girl Eva Ivy, and a girl from Nottingham called Connie Peet. The Four Palms consist of two Estonians called Gnevkovsky, one Russian, and a Pole. The Keystones are a Spanish troupe who escaped from Madrid just before the revolution Their chief performer is Luis Iglesias, who has had a number of accidents in the circus. The chief of the Four Albanos is Enrico Goretti, an Italian The other three members of the act are his sons He was taken prisoner at Valenciennes by the Germans. He, too, has had several accidents, and the last time he appeared in England was in the Earl's Court Circus in 1910

Switzerland is represented by Knie's Tigers, though the tiger tamer is a Czechoslovakian called Trubka. The tigers, however, belong to a Swiss circus. Trubka is very good-looking, tall and dark, and has had any number of accidents.

You would never guess that Baring's Comedy Zebra, which consists of a sister and two brothers, was not English. In fact, however, the names of the performers—for it is a property zebra—are Maria, Wilhelm, and Philip Zickenrott.

Next we come to the Four Cosmaries. They consist of two cousins called Cosmeyer—Mary Sykes, the daughter of the widow of a once well-known racing stable owner; and Mary Dee, who is the daughter of Cyril Mills' governess. She has only ridden horses for three years, and is now only sixteen, having spent all her last three holidays with her mother who was some time ago put in charge of the female staff at Olympia

I forgot to enquire the real name of Ferrari, the juggler on horseback. The only other act besides Christian's Dogs are the Astony Sisters. Not one of them is called Astony. The chief of the troupe is Maria Schwarz, the others answering to the names of Henning, Eisenberg, Marczewsky, and Martin

But exactly what do the Kimris do? Well, this is their story. The two brothers born near Marseilles developed into strong boys. During the war Leon was an aviator, and after the war got the idea for his act. He had a small aeroplane about twelve feet long built so that it could be attached to a metal rod, which was fastened to the top centre of the building, the plane at one end and a trapeze at the other. Electricity operates the propeller on the plane, causing the whole apparatus to make a circle at a fairly high speed. It was on the last day of their engagement at Atlantic City that Leon fell. It had rained that day and the Kimris believe that the moisture on the trapeze bar caused Leon to slip while he was hanging down by one foot. They say that he does not remember anything about the accident even now, and that for two months he could not recognise anyone. The act is thrilling enough when one does not know about Leon, but in the light of his accident it is even more spectacular.

Well, there you are. It has often occurred to me that English novelists who are so frequently short of a plot, might very well secure the strongest possible material for even a thousand-page work from the lives and experiences of any of these circus acts, whose real names are unknown to the public, and whose faces even pass unrecognised in the street, although many of them draw as much as Hollywood film stars, and earn three times the amount of leading actors and actresses on the English stage. Their lives are alternately in the limelight and in a black-out.

On left—BARING'S COMEDY ZEBRA will be another outstanding feature of the Bertram Mills Circus

THE COTY SALE IN PARIS

17th- and 18th-Century Portraiture Realises Some High Prices

PICTURES THAT CAUSED A STIR when they came up for sale a few days ago at the Galerie Charpentier, Paris, together with other treasures from the collection of François Coty, that noted connoisseur who spent so much of his wealth and so much of his time in the auction rooms. *Left*—"La Belle Strasbourgeoise," which is generally acknowledged as Largilliere's greatest masterpiece, sold after some spirited bidding for the big sum of £15,100. *Right*—£4,250 was paid for this preliminary study by Reynolds for his portrait of "Omiah, the Otaheitan" which he exhibited in the Royal Academy of 1776

FAIR WOMEN: *Left*—"Portrait de Jeune Femme," by Lawrence, the last of the great English portraitists who painted in the Reynolds tradition, and (*right*), "Miss Pitt," by George Romney. Both canvases fetched in the neighbourhood of £1,000 in the Coty sale

The great sale of art treasures from the François Coty collection, that has caused such a stir here, is certainly one of the most important that has taken place in Paris for several years, writes Alexander Watt, a "Sphere" correspondent. The drawings, water-colours, paintings, sculpture, objets d'art, furniture, carpets, and tapestries were shown to a great throng on Sunday November 29 at the Galerie Charpentier and sold there on the following Monday and Tuesday. Every object in this collection was of the very finest quality and could claim a known pedigree. François Coty was, in truth, famous for his valuable acquisitions and these he installed with exceptional taste in his Château du Puy d'Artigny at Montbazon, and in the Pavillon Du Barry at Louveciennes. The greater part of his treasures originated from the Doucet and Pardinel collections, which he bought up after the war

ANTI-REDS: NEWS OF FRANCO'S INSURGENT TROOPS

BACK FROM THE MADRID FIRING LINE: Journalists with one of General Franco's men at a base camp. The unexpectedly strong resistance put up by the reds on this front may be attributed to the ability of General Kleber, the former German officer, who was recently granted wider powers

WINTER WEAR IN THE GUADARRAMAS: An insurgent volunteer well wrapped up against the cold which has recently been intense in the mountain districts lying away to the north west of Madrid

AT HIS COUNTRY'S "SERVICE": Maier, Spain's champion lawn tennis player and for some years past a popular figure at Wimbledon, in his uniform as a lieutenant of cavalry in the insurgent army. He has been assisting in "mopping up" operations in southern Andalusia

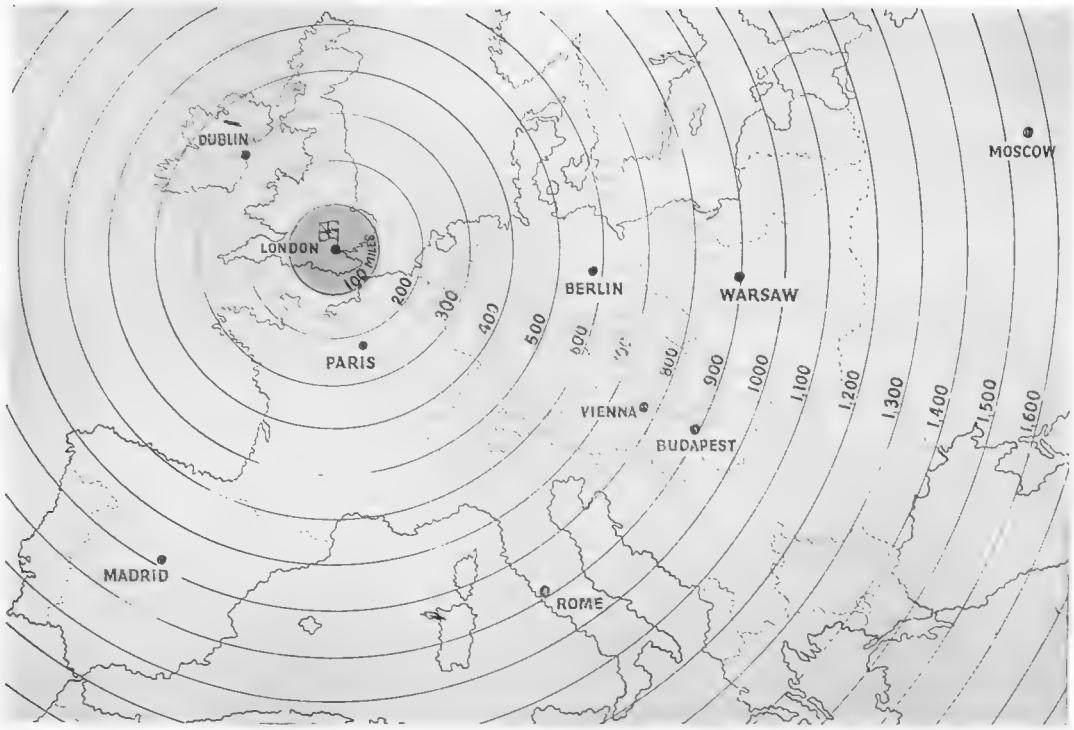
RELAXATION AFTER BATTLE: Moorish troops playing their favourite game of "lotto" behind the lines on the Madrid front. The fighting qualities of the Moroccans have proved a great asset to Franco

—AND REDS: HAPPENINGS ON THE GOVERNMENT SIDE

MOURNING A LOST LEADER: Women of Barcelona, with their fists clenched in the now familiar Communist salute, watching the funeral of General Buenaventura Durruti, the Anarchist leader who was killed recently when assisting in the defence of Madrid

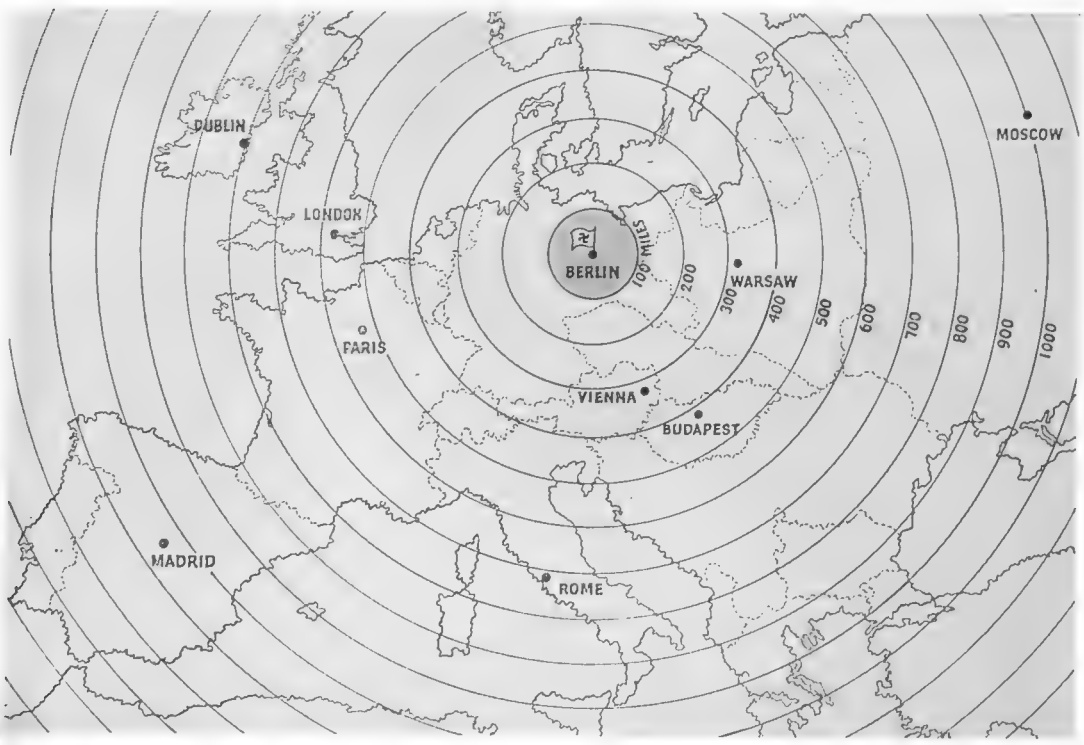
A BLOW TO THE CAUSE: Citizens thronging the windows of a Barcelona bank building. Another picture taken during the funeral of General Durruti whose powers of leadership will be much missed. *Below*—The scene as the coffin was borne through the densely-packed streets

REFUGEES HASTEN FROM THE TERRORS OF MADRID: Women, with their children and the few personal belongings they managed to gather together in their hurry, making for the open country along one of the few routes still open to them. By December 1 it was estimated that approximately 200,000 non-combatants had left the city, a fair proportion of whom had gone to Alicante, taking advantage of the travel facilities offered by Señor Caballero's Government



"LONDON IS THE MOST VULNERABLE CAPITAL IN THE WORLD", says C. D. Palmer in the accompanying article, owing to the fact that it lies at the edge of the country whereas most of the important European capitals stand well within their frontiers. This diagrammatic drawing shows the distances from London to and from other cities, thus indicating the necessary range for bombers if a state of war should arise. Paris is 200–300 miles; Berlin 500–600 miles; Vienna and Madrid 700–800 miles; Budapest and Warsaw 900 miles

G.H.Q. OF THE REICH AIR FORCE: The building which has recently sprung up on the Leipziger Strasse, Berlin, and in its very bulk symbolises Germany's new strength in the air. This strength lies not only in the number of machines in service but in the preparedness of factories to turn out large quantities of planes



GERMANY AND HER NEIGHBOURS: A diagrammatic drawing showing the distances from Berlin to Warsaw, 300–400 miles; Paris and London, 500–600 miles; Rome, 700–800 miles; Moscow, 1,000 miles. It is understood that the latest German bombers have sufficient range to reach any of these cities and make the return journey

THE PRESSING PROBLEMS

CHARGED with the responsibility for defending this country against air attack the Air Staff of the Royal Air Force is faced with an unenviable task, not unlike that of the Israelites in Egypt, of making bricks without straw. They have to expand, re-equip, and re-man a service which had been reduced to minimum strength, first from considerations of economy, and then in the hope, mistaken as it has now proved, that peaceful counsels would prevail in international affairs.

In facing this sudden demand for expansion and re-expansion, the problem has been how to expand quickly enough to give adequate protection against a sudden onslaught by a Power already well on the way to being rearmed. At the very outset of it all the already straitened resources of the Air Staff and the service in general were strained almost to breaking point by sudden demands for reinforcements in the Near East to put our air forces there on a war footing.

A REVOLUTIONARY MODEL AT THE PARIS AIR SHOW: The Dutch Koolhoven F.K. 55—a single seater, 340 m.p.h. fighter, the great originality of which lies in the fact that it is driven by co-axial tractor airscrews revolving in opposite directions, thus neutralising the torque. Two machine-guns are mounted on each wing and a cannon can be fitted to fire through one of the airscrew bosses

All credit is due to the Air Staff that many squadrons were moved from England to the Middle East in complete secrecy, and that the equipment and personnel of squadrons already serving there were increased without anyone, whether foreign Governments or newspapers, getting full and accurate accounts of the dispositions made. True many of the movements were reported, but the full details were never known until the crisis was over. The man-in-the-street at home hardly noticed any difference; perhaps there seemed to be fewer formations droning overhead in the fine days of spring and early summer, but to the casual observer there appeared to be almost as many machines as ever at that great assemblage of our war machines, the R.A.F. display.

In spite of all the difficulties the strain of the expansion scheme has been taken, but the problems of the immediate future are immense. With what type of machine is the expanded service to be armed? How are the machines to be produced quickly and in quantity? How are the pilots and mechanics to be provided and trained? By no means the least difficult problem has been the provision of aerodromes in suitable areas and buildings to house men and machines.

To complicate the problem further R.A.F. expansion has been going on at a time when rapid strides have been made in military aircraft performance which have revolutionised air tactics, and political moves abroad have rendered necessary a re-orientation of air strategy. In fact within little more than a year there has been a complete reversal of the air defence picture.

England is at a disadvantage in that the capital of the Empire and chief port of this country's food supplies lies on the very edge of the country nearest a potential enemy in Northern Europe, whereas corresponding cities in other countries lie some distance within the frontiers. London is in fact the most vulnerable capital in the world. Furthermore our great cities and vital manufacturing centres are concentrated in the lower half of our small island.

AFTERMATH OF AN AERIAL ... Government plane brought ... Potez 54 monoplane of Fr... fleet of French machines ... outbreak of the civil wa...

OF R.A.F. EXPANSION

A Service That Has to be Extensively Re-equipped and Re-manned After Being Reduced to Minimum Strength

By C. D. PALMER

With reference to home defence we have been repeatedly told by Government speakers that a proportion of attacking bombers will always get through in spite of fighters, balloon barrages, anti-aircraft guns etc. This being accepted attacks on the enemy's aerodromes, aircraft factories etc. are considered an important part of the defence.

A NEW FOKKER FIGHTER: Another revolutionary type exhibited at the recent Paris Air Show. This machine breaks new ground in that the housings of the two engines on its wings are carried back as twin fuselages to support the tail plane. The pilot, who has a very wide all-round view, has at his disposal two 7·9 mm. machine-guns and two 23 mm. cannon, all firing in a forward direction

Range of action must be an essential feature of our bombers even more than of the bombers of our opponents for, situated as our capital and chief cities are, our machines must fly farther than an enemy's in order to inflict equivalent damage. Machines with short range are useless, we must have machines which can carry a heavy load of bombs to an enemy's farthest factories and bases and fight their way back.

How far is our air force equipped with such machines? At present, one can say that new machines now being built have much longer range, higher speeds, and greater bomb capacity than anything hitherto produced here. Some time ago Mr. Baldwin referred to the Rhine as our frontier and such in fact it must be if we are ever forced to fight with our existing standard equipment, for much of it has such short effective range that it is but little better in this particular respect than some of the machines with which the Independent Air Force bombed the Rhine towns in the last war.

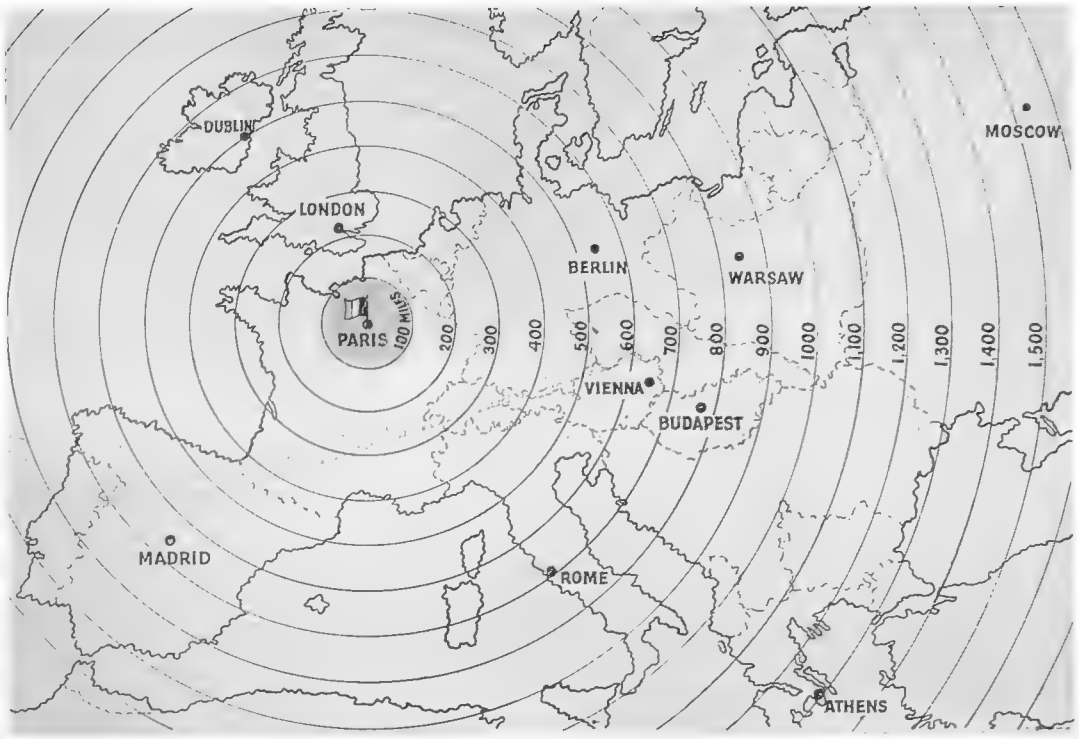
Until machines with much longer range than the present equipment are available in quantity we must be dependent on Continental bases, and the new policy of Belgium which has decided France to extend her Maginot Line fortifications northwards to the Channel does not make the situation any easier. Range and yet more range, must be our slogan for our bombers.

The new bombers which are coming along will no doubt alter the position, but when will squadrons have received them as standard equipment? Even in these days of speeding up when many of the old causes of delay have been removed there is a long gap between the appearance of the prototype and the delivery of machines in quantity. It takes time to tool up a factory with the special machine tools required for building quantities of a new type of machine, and to organise and smooth out the thousands of details which go to make that highly complex apparatus the modern war aeroplane.

COUNTER: Rebel soldiers examining a during the battle for Madrid. It is a design and probably formed part of the by the Spanish Air Force before the could carry just over 2,000 lb. of bombs

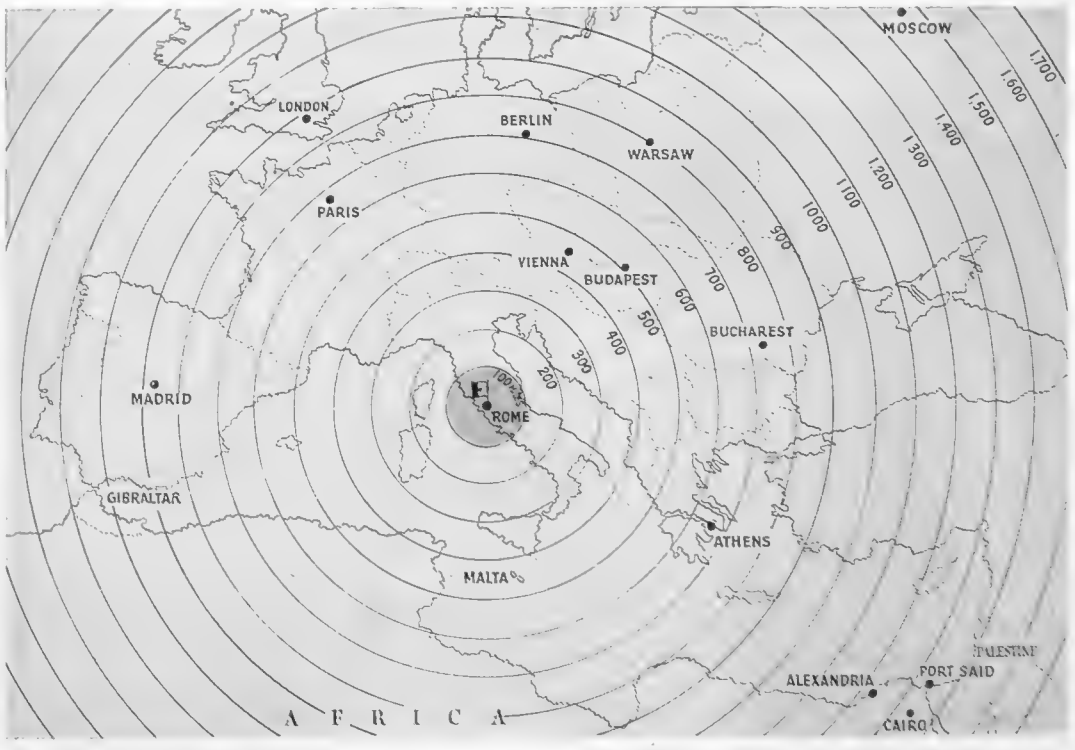
Then there is the problem of training pilots to fly these modern high speed machines. The technique of flying

(*Continued on page* 522)



FRANCE AND HER NEIGHBOURS: A diagrammatic drawing showing the mileages between Paris and London, 200–300 miles; Berlin, 500–600 miles; Vienna, 600–700 miles; Budapest, 700-800 miles; and Moscow (most isolated of capitals), 1,500–1,600 miles. In 1934, the strength of France's Air Force was 1,847 first line machines on home service. This compares interestingly with the 1,750 machines Britain will have in the same category when the 1936–37 programme of improvement and expansion is completed sometime in 1938

A FLIGHT OF "OSPREYS" OVER ALEXANDRIA HARBOUR: Machines of Britain's Mediterranean Fleet Catapult Squadron which are largely accommodated in cruisers and take to the air by being shot from the deck



ITALY AND HER NEIGHBOURS: Rome is 400–500 miles from Malta, 600–700 miles from Paris, 700–800 miles from Berlin, 800 miles from Warsaw, 900 miles from London, 1,400–1,500 miles from Moscow, 1,000 miles from Gibraltar, and 1,200–1,500 miles from Egypt and Palestine. Italy's latest Savoia Marchetti long range bombers have an action radius of 1,250 miles and could reach any European capital within 7 hrs.

ZEALOUS UPHOLDER OF TRADITION: Mr. Taikan Yokoyama, President of the Japanese Academy of Arts, has of late been outspoken on the subject of artistic trends in Japan. In his opinion painting should reflect a nation's character, and for this reason he condemns the widely adopted European manner as out of keeping with the native genius

ADMIRAL MINEO OSUMI, Minister of the Navy during Admiral Okada's premiership in 1934, pictured outside his Tokyo home on returning from a tour of inspection of the Japanese islands in the South Seas. These islands, it is understood, play a vital part in the country's scheme of defence

RISING POLITICIANS: Dr. Baba, Finance Minister, and General Terauchi, War Minister, who were among those called to office last February to satisfy the demands of the Army which, by revolting, had protested against the Government's tendency to pursue a less imperialistic policy

NOTABILITIES of NIPPON

JAPAN INVADES WEST AFRICA

With Low-Priced Silks and Other Fabrics that Tempt the Negro and Defy Western Competition

CHEAP BUT GAUDY: This is what the negroes want in the way of fabrics and this is what the Japanese exporters give them. As each year passes so do their commercial inroads in the Dark Continent increase, while European manufacturers, having infinitely higher wage standards and costs of production to contend with, are slowly but surely losing their grip on the market

THE West African negroes know nothing of yellow peoples, nothing of Japan—but they buy Japanese goods.

Two hundred miles from the coast, approachable only by jungle tracks, lies a native village. A Muhammadan pedlar spreads out his wares in the open palaver house. "English, genuine English," he calls as he proffers a roll of white shirting. But on the first ell is a washed-out stamp: Made in Japan. Outside every store in the coastal towns stand the tailor's sewing-machines, ready to make up then and there on the street the material bought by their clients in the shop. The old machines are mostly of English origin, but the new ones—made in Japan, wholesale price, 10s. each. Children play with a bicycle, made in Japan. The chief's wife in the jungle village wears a silk headcloth on holidays, made in Japan. Japan has penetrated through the jungle as far as the Sahara. And yet her African advance began only four years ago.

The Japanese did not lead this advance themselves. No Japanese ships call at the West African ports. There are no Japanese stores in West Africa, no Japanese consulates. White merchants were the pioneers of Japanese trade, and with them—Asiatics.

About twenty years ago the virtual monopoly of foreign trade which the European firms in Africa had won for themselves was broken for the first time. From Syria, chiefly from Beyrout, came Arabs as merchants to West Africa. They had little capital—but they needed little. They travelled as deck passengers, they lived a little better than the negroes but incomparably worse than the Europeans. They opened stores in the farthest hinterland. They employed no assistants. Every Syrian store belonged to a family. First comes the father with one son. If the business is enlarged they summon cousins and nephews from Syria. Their businesses are not capitalist enterprises, they are the patriarchal trading houses of Asia, in which the individual subordinates his interests to those of the family. The European firms send their employees every two or three years on leave to Europe. The Syrians grow as white as the shirt cloth they sell, they tremble with fever—but they stay on in Africa seven, sometimes twenty years. In these circumstances they could work with a lower margin of profit than their white rivals. They undersold them. And they were possibly the first to realise the possibilities of cheap Japanese goods in Africa. To-day in every coastal town there are smart, roomy stores, Syrian-owned. They are filled to the roofs with Japanese wares.

When African raw materials reached the nadir, the buying-power of the negro sank proportionally. In order to sell at all the stores, European and Syrian alike, had to put cheaper goods upon the market. Japan offered them. In Europe and America the sense of quality put an obstacle in the way of the expansion of Japanese trade. This obstacle is non-existent in Africa, where for the most part the negroes' clothes are luxury articles rather than necessities. A negro who wears shirt, trousers, and canvas shoes has attained a higher social level—even when the trousers are torn and the shirt no more than a bunch of rags, held together with a couple of safety pins. Japanese goods gave more negroes the possibility of advancing to the ranks of the half-civilised. But Japanese manufacturers have not yet specialised in African requirements. For the popular bright cottons, printed with flowers, the alphabet, numbers, or zodiacal signs, German printing factories and the textile industries of Manchester and India still hold the monopoly. But Japan won the battle for white shirting, thin calico for headcloths, skirts, and cloaks, which the natives dye themselves. And Japanese knitted goods were equally victorious. Victorious, too, were the Japanese artificial silks, whose shiny splendour intoxicates the eye of the black purchaser.

A. R. Lindt

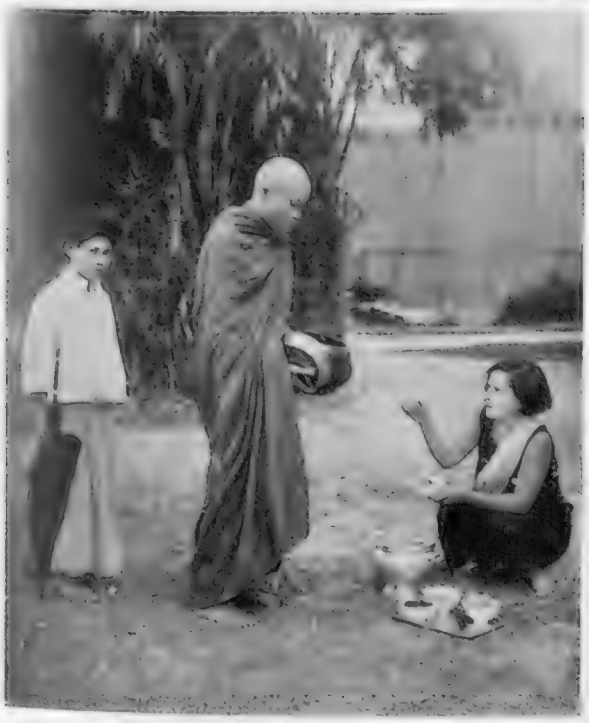
SERVICE: This tailor is something of an opportunist. He sits outside a West African store, ready to make up for customers at a modest price the material they have just bought. His sewing machine, like the cloth he sews, as likely as not bears the merchandise mark, "Made in Japan"

THE SYRIAN RETAILER is a valuable ally of Japan in West Africa, having been of recent years a vital factor in capturing the trade for her

CONCRETE COLOSSUS: This statue of Kwannon, the Merciful Goddess, with three men standing near the hands to indicate its immense size, has just been completed at Takasaki, a Japanese manufacturing town in Kotsuke Province. Her duty is to listen to the pleadings of the unhappy

WHERE BUDDHA STILL HOLDS SWAY

Aspects of Religious Life in Japan and Siam



SUPPORTED BY THE OFFERINGS OF THE PIOUS: A Buddhist monk of Siam who stands in the street to collect alms which often take the form of food supplies. The acolyte accompanying him holds his umbrella

A MIGHTY TASK NEARS COMPLETION: Workmen putting the finishing touches to one of the feet of the statue at Takasaki. It stands in the centre of a park, and is thus visible in its immensity from every quarter

A Merry Xmas
DUNLOP
STOCK
DUNLOP FORT "90"

THE KING AND A CONSORT

How a Grave Constitutional Question Arose and Had to be Faced by His Majesty, the Government, the Dominion Governments, and, to a Certain Extent, by the Individual Briton at Home and Abroad

At the time when the King's friendship for Mrs. Simpson passed from the region of vague rumour to that of substantial fact, the friendship seemed to be a matter of private rather than of public life, and so it was that the British Press ignored it, maintaining for the most part a discreet and absolute silence while papers in the United States came out in headlines of a magnitude never before known. Even the divorce at Ipswich made little difference to this state of affairs, the proceedings being reported at home in the briefest possible terms and with a total absence of comment. There was as yet no certainty of the King's intention, and it was felt that no public purpose was to be served by giving publicity to the matter at such a date. Last week, however, the pointed address by Dr. Blunt, the Bishop of Bradford, brought the whole question out into the open, and the British Press forthwith cancelled its own self-denying ordinance. But by then it had proved up to the hilt its patriotism and integrity

THE GREAT SILENCE

COURT CIRCULAR

BUCKINGHAM PALACE, MAY 27

The King gave a Dinner Party at St. James's Palace this evening, to which the following had the honour of being invited:—Commander the Lord Louis Mountbatten, R.N., and the Lady Louis Mountbatten, the Right Hon. Stanley Baldwin, M.P., and Mrs. Baldwin, Colonel the Lord Wigram and Lady Wigram, the Right Hon. A. Duff Cooper, M.P., and the Lady Diana Cooper, Lieut.-Colonel the Hon. Piers Legh and the Hon. Mrs. Legh, Lady Cunard, Admiral of the Fleet Sir Ernle Chatfield and Lady Chatfield, Colonel Charles Lindbergh and Mrs. Lindbergh and Mr. and Mrs. Ernest Simpson.

THE COURT CIRCULAR OF MAY 27 with the first mention of Mrs. Simpson's name, an indication to the whole world that she was a member of the Royal circle. Mr. and Mrs. Baldwin were present on this occasion

Foreign Comment

QUEENLY ENIGMA: What Wallis Simpson and King Edward Can Tell Wondering World

"QUEENLY ENIGMA": A reproduction from the Foreign Comment Section of *The Literary Digest* showing how this American journal, known for its dignity of presentation, discussed the King and Mrs. Simpson in a recent issue. At the foot of the page is a facsimile of Mr. and Mrs. Simpson's entry of marriage at Somerset House

CELLE DONT ON PARLE LE PLUS

C'est incontestablement Mrs. Simpson que les journaux américains ont désignée comme la... future reine d'Angleterre. PHOTO INTERPRESS

GOEBBELS QUI PARLE ET GOEBBELS QUI RIT

Visitant l'autre jour au Rathaus, l'exposition « Dix ans de lutte pour Berlin » le docteur Goebbels s'est vivement intéressé aux souvenirs des premiers combats soutenus par les nazistes.

THE CONTINENT KNEW OF IT: This picture and accompanying caption appeared in a French illustrated paper at the end of October, but no great prominence was given to it as the news was based on rumour

The story of Mrs. Simpson's association with the King began for a great number of people as far back as 1935, when both she and her husband became known as close friends of the Prince of Wales. Later, after the Prince had become King Edward VIII, the references in the foreign Press to Mrs. Simpson grew; gradually during the course of this present year a large section of the American Press, in particular, began to devote great attention to her affairs. After the Mediterranean holiday—during the course of which the King cruised along the Dalmatian coast in the yacht *Nahlin*, and later visited Turkey, Greece, and Austria—there arrived in London and New York numbers of pictures showing the King in constant company with Mrs. Simpson. These pictures appeared in the Press of several countries, but in England the presence of Mrs. Simpson was not referred to in any way which would have aroused national comment. From America, however, in October came the startling news that Mrs. Simpson was to marry the King, and that the marriage was to take place within seven or eight months of her divorce at Ipswich, a legal ceremony briefly referred to in the British Press, but without the slightest reference to the King. In the American Press the details of this divorce from Mr. Ernest Simpson, a London resident, born in New York, were given considerable prominence.

Mr. Baldwin's Second Statement

Delivered to a Crowded House Last Monday Afternoon

Mr. Baldwin said, "I am glad to have the occasion to make a further statement on the position. In considering this whole matter it has always been and remains the earnest desire of the Government to afford His Majesty the fullest opportunity of weighing a decision which involves so directly his own future happiness and the interests of all his subjects. At the same time they cannot but be aware that any considerable prolongation of the present suspense and uncertainty would involve risk of the gravest injury to national and imperial interests and, indeed, no one is more insistent on this aspect of the situation than the King.

"In view of certain statements which have been made about the relations between the Government and the King, I should add that with the exception of the question of morganatic marriage, no advice has been tendered by the Government to his Majesty with whom all my conversations have been strictly personal and informal. These matters were not raised first by the Government, but by his Majesty himself in conversation with me some weeks ago, when he first informed me of his intention to marry Mrs. Simpson whenever she should be free. The subject has therefore been for some time in the King's mind, and as soon as he has arrived at a conclusion as to the course he desires to take he will no doubt communicate with his Governments in this country and the Dominions.

"It will then be for those Governments to decide what advice, if any, they would feel it their duty to tender to him in the light of his conclusion. I cannot conclude this statement without expressing what the whole House feels—our deep and respectful sympathy with His Majesty at this time." In answer to questions, the Premier said; "I do not yet, and cannot, know what the King may decide or how he may decide to act. It is quite impossible for me to enter into hypothetical considerations."

THE CHURCH, THE CORONATION, AND THE KING

RUMOUR had for a long time past hinted that a strong difference of opinion existed between the King and his Ministers, but it was a churchman who transformed the rumour into front page news and made it impossible for the Press to remain silent any longer. For on Tuesday, December 1, Dr. Blunt, Bishop of Bradford, in delivering an address on the sacramental function of the Coronation, made a statement in the course of his remarks that was widely reported and generally interpreted as a rebuke to His Majesty. It was couched as follows :

"The benefit of the King's Coronation depends, under God, upon two elements. First, on the faith, prayer and self-dedication of the King himself, and on that it would be improper for me to say anything except commend him, and ask you to commend him, to God's grace which he will so abundantly need, as we all need it—for the King is a man like ourselves—if he is to do his duty faithfully.

"We hope that he is aware of his need. Some of us wish that he gave more positive signs of such awareness."

On right— THE RIGHT REVEREND A. W. F. BLUNT, whose outspoken comment at a diocesan conference last week brought into the open the whole situation between the King and his Ministers. Dr. Blunt was educated at Oxford and in his early days was a keen Rugby player. Following a short period of schoolmastering he entered energetically on a career in the church. After being Vicar of Derby for fourteen years he accepted the See of Bradford, having first refused that of Worcester on account of the expense of keeping up the Bishop's palace which is out at Hartlebury

In interpreting the true significance of these words of Dr. Blunt it should be fully realised that the church holds that the anointing with holy oil at the Coronation indues the sovereign with spiritual jurisdiction. This fact was made plain by Dr. Robert H. Murray, Canon of Worcester, in his recently published book, *The King's Crowning*, in which he said :—"The great Christian service of the hallowing and sacring, or coronation, of our King is recognised throughout England and the Empire as a national act. To many it is a thrilling pageant, yet to the thoughtful it is much more. To them it is the service that testifies emphatically to the double character of the Sovereign, for this service shares a priestly as well as a military character, and to anyone who peruses it carefully it is obvious that the priestly character predominates in it.

"As we recognise the position of the sovereign in the Church," continues Dr. Murray, "we are not surprised to find that his coronation service is modelled on the same lines as the consecration of a bishop. By virtue of his unction the great Canonist lawyer, William Lyndwood (d. 1446) terms the King a *persona mixta*, as he shares the nature of a clerk in Holy Orders as well as that of a layman."

DR. LANG, THE ARCHBISHOP OF CANTERBURY, leaving Downing Street after an interview with the Prime Minister. On Friday of last week he issued an appeal that "during this critical week-end, those who have a duty to speak to the people from the pulpit or otherwise will refrain from speaking directly on the matters which have arisen affecting the King"

On left—THE ALTAR AT WESTMINSTER ABBEY ARRANGED FOR THE CORONATION : The sacramental significance of the service to be held there next May was the subject of Bishop Blunt's address which caused such a world-wide stir

HOW THE NEWS BROKE IN LONDON

PROCLAIMING THE CRISIS: Startling morning and evening newspaper bills that brought people flocking to buy papers and to learn the facts for the first time regarding the matter that had for so long been the subject of rumour. A picture taken on Thursday of last week when the London Press broke its great silence

A BISHOP AND MEANING OF THE CORONATION

POSITION OF FREE CHURCHES

COULD NOT AGREE TO PARTICIPATION

Alterations in the Coronation ceremony suggested by the Bishop of Birmingham, Dr. Barnes, were criticised yesterday by the Bishop of Bradford, Dr. A. W. F. Blunt, in his address to the Bradford

Coronation

ABBEY SERVICE PROPOSAL

BISHOP CRITIC OF DR. BARNES

Declaring that the whole pageantry of the Coronation is intended to have a sacramental significance, the Bishop of Bradford (Dr. Blunt) criticised at

Evening Standard, Wednesday, December 2, 1936 5

Bishop of Bradford and the King: Provincial Newspaper Comment

THE Bishop of Bradford (Dr. Blunt), at the Bradford Diocesan Conference yesterday, opposed the suggestion of the Bishop of Birmingham (Dr. Barnes) that certain changes should be made in the Coronation service.

During his speech Dr. Blunt said:

"Manchester Guardian"

"Birmingham Post"

"Yorkshire Post"

"Birmingham Gazette"

RETICENCE TO THE LAST: Extracts from the *Daily Telegraph* (top left), the *News Chronicle* (top right) and the *Evening Standard* (above), showing the restrained manner in which they dealt on the Wednesday morning with the reports of the Bishop of Bradford's pointed speech made on the day previously. The first two journals did not even publish His Majesty's name in the headlines

CHEDLET CHEESE AND CELERY DELICIOUS ON TOAST

Evening Standard

HOYO DE MONTERREY HAVANA CIGARS

No. 35,030 LONDON, THURSDAY, DECEMBER 3, 1936 ONE PENNY

THE KING CALLS HIS STAFF TO FORT BELVEDERE

The Duchess of York Goes to See Queen Mary

MINISTERS MEETING TO-DAY

Australian Cabinet Called

IT is expected that an early statement will be made on the constitutional issues which have arisen affecting the private life of the King and his relations with his Cabinet Ministers.

"THE KING CALLS HIS STAFF TO FORT BELVEDERE": A full page streamer headline in the Conservative *Evening Standard* of Thursday, December 3. *Below*—The front page of the Socialist *Daily Herald* on the same day. This paper showed moderation in its treatment of the news and in its comment

VOLUMES OF GOOD WISHES ballito stockings IN THIS NOVEL BOX

Daily Herald

THURSDAY, DECEMBER 3, 1936

PREMIER LEAVING THE PALACE

THE KING & THE CABINET: GRAVE CRISIS

Mr. Baldwin In Private Audience

A CONSTITUTIONAL crisis of a grave character has developed as a consequence of serious differences between the King and the Cabinet.

These differences concern the private affairs of the King, and yesterday the Cabinet met to discuss the situation.

After the meeting the Prime Minister went to Buckingham Palace and had an audience with the King lasting an hour.

He returned to 10, Downing Street, and had a consultation with the Home Secretary, Sir John Simon, lasting over an hour and a half.

Mr. Attlee Also

German Troops

MRS. ERNEST

Whom the King Wished to

Many pages in the American papers have of late
story of Mrs. Simpson, and from these the fo
been gleaned :

She is forty-two years of age and comes of an o

Her father died when she was three years old,
in straitened circumstances. Indeed she was compelle
paying guests at the house in East Biddle Street, Ba
both ends meet. But her daughter, then known as
moved in the best society, for after reaching the a
the ward of a well-to-do bachelor uncle.

In the two years after her debut in 1914, Bessie
the social life of the Eastern States. She visited W
well as Annapolis, where the U.S. Naval Academy
she went to Florida to stay with a Mrs. Henry Mu
in the U.S. naval service. There she met Earl Win
young man from Chicago. They fell in love, and
their engagement was announced. It was chronicled
as "an event of unusual interest to society." Th

(Co

A RECENT STUDIO PORTRAIT of Mrs. Simpson who for the past two years has been a leading social figure in London although her name has, until latterly, been unknown to the majority of the public. She is forty-two years old—the same age as the King

INFORMAL STUDIES : Mrs. Simpson seen arriving for a first night at a London theatre. *On left*—At another social function. She is invariably perfectly gowned and her coiffure sets off to admirable advantage the high, well-poised forehead that is undoubtedly her most striking and most admired feature. She first came to take up residence in this country about seven years ago

MRS. SIMPSON (*in foregrou*

SIMPSON

Make His Wife

late been devoted to the life
he following salient facts have

an old Baltimore family.
old, and her mother was left
pelled for some years to accept
t, Baltimore, in order to make
n as Bessie Warfield, always
he age of twelve she became

Bessie Warfield saw much of
d Washington, Philadelphia, as
demy is, and early in 1916
y Musteyn, whose husband was
l Winfield Spencer, a handsome
and on September 16, 1916,
nicled in the local newspapers
The wedding took place on

(*Continued below on right*)

AT HER HOME IN BRYANSTON COURT, where the King often attended dinner parties. Later she moved to Cumberland Terrace

IN COURT DRESS for her Presentation in 1926; *On right* — Waiting on the platform at Waterloo for the arrival of friends from the United States on the *Queen Mary* boat train

November 18, 1916, at 6.30 p.m., in Christ Protestant Episcopal Church, Baltimore, the honeymoon being spent at White Sulphur Springs and Atlantic City.

This marriage, however, ended in a divorce about eight years later.

At this juncture reports as to Mrs. Spencer's movements are somewhat obscure, but it is known that she made a trip abroad with her aunt, and that she became acquainted with Mr. Ernest Simpson, of New York. In July, 1928, she married him, and the marriage lasted until October 27 of this year, when a decree *nisi* was granted at Ipswich.

uild) AT A LONDON DINNER PARTY

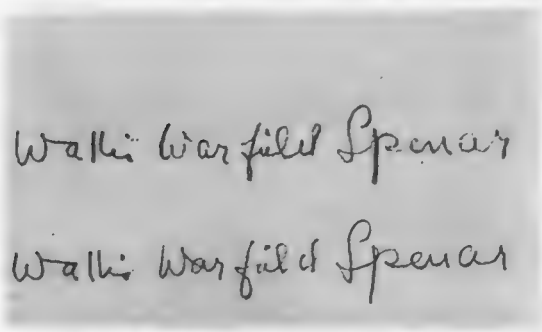
MRS. SIMPSON'S LIFE - STORY

A Pictorial Record

THE HOUSE IN BALTIMORE where Mrs. Simpson spent some of the early years of her life. After her father's death the family was in rather straitened circumstances and for a time had to accept paying guests

THE CHRIST PROTESTANT EPISCOPAL CHURCH: The scene in Baltimore of Mrs. Simpson's marriage in 1916 to Earl Winfield Spencer, her first husband. The honeymoon was at White Sulphur Springs

THE WARRENTON HOTEL AT WARRENTON, VIRGINIA, where Mrs. Simpson lived for some months in order that under the State laws she might qualify by residence for a divorce from her first husband



Mrs. SIMPSON'S SIGNATURE: The name "Wallis Warfield Spencer" as it appeared on the papers relative to her first divorce. It is understood that she parted from her husband largely because of the loneliness occasioned by the fact that his life in the U.S. navy compelled him to spend long periods at sea.

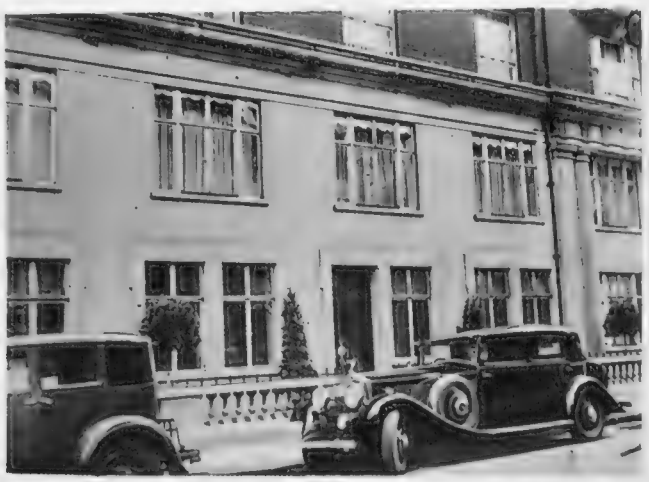
COMMANDER EARL WINFIELD SPENCER, of the United States Navy, who in 1916 met Mrs. Simpson (then Miss Bessie Warfield) in Florida and who married her at Baltimore in the same year

Commander Spencer, Mrs. Simpson's first husband, has recently made two statements to the Press, and both are of unusual interest in view of his unqualified praise for his former wife. The first reads:—"She is one of the finest women I have ever known. My work did not allow me to partake of the social life which Wallis loved so dearly. Gradually we drifted apart. I suppose that is the price we pay for a career. She was the leader of the social life at Coronado here, but became lonely during the time I was at sea."

The second statement reads:—"She is a most attractive woman, and has one of the strongest characters I have ever known any person to possess. She is a lovely person, intelligent, witty, and good company. 'Stimulating' is the word which best describes her charm. Our marriage lasted eight years, and we parted twelve years ago. I think Wallis Simpson is a wonderful woman. In whatever future she may choose—into whatever places it may take her—I wish her my very best. She will always hold my respect and admiration."

□

Mr. ERNEST SIMPSON: He was born in New York, and during the war, when still a Harvard undergraduate, enlisted and received a commission as second lieutenant in the Coldstream Guards. His first wife was Dorothea Parsons Dechert, a member of an old Massachusetts family, and his marriage to the present Mrs. Simpson took place in 1928



BRYANSTON COURT, near Marble Arch, where Mr. and Mrs. Ernest Simpson had a flat and entertained on an extensive scale during the time when they were gaining social prominence in London. Gradually they drifted into the royal circle of friends

THE MOVE TO CUMBERLAND TERRACE, REGENT'S PARK: A furniture van outside No. 16, to which Mrs. Simpson moved after becoming estranged from her husband. She has taken it on lease from the Cuthbert Stewarts until May next year

BUILT BY THE GREAT ARCHITECT OF THE REGENCY: Another view of Cumberland Terrace reflecting the genius of John Nash who did so much to transform London and who was also responsible for the erection of the first Buckingham Palace

POLICE TURNING AWAY PRESS PHOTOGRAPHERS who crowded outside the house in Cumberland Terrace in the first days of the crisis, hoping to obtain new pictures of Mrs. Simpson. Soon afterwards, she left for the South of France, and, so carefully was she guarded, it was only with the greatest difficulty the newspapers were able to keep track of her movements

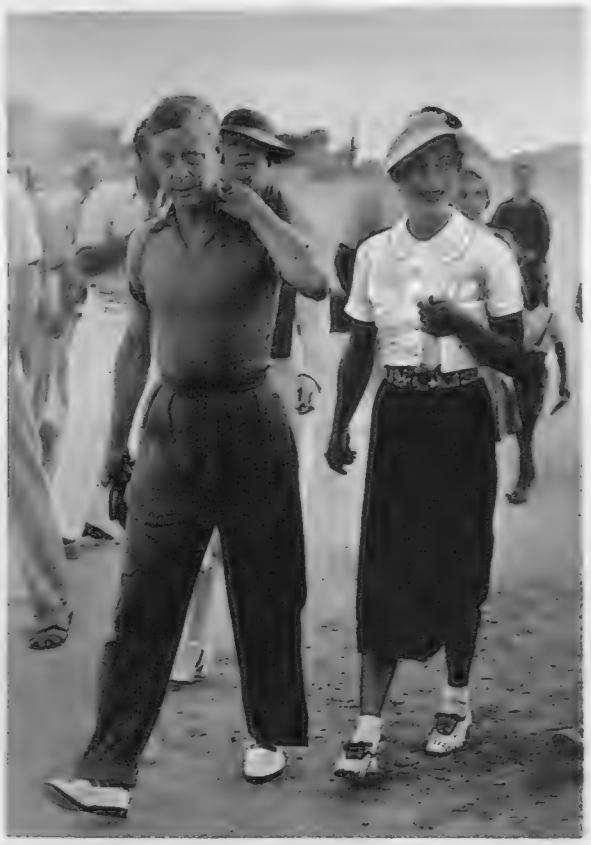
HOLIDAYS ABROAD

With Mrs. Simpson in the Royal Party

MAKING FOR THE SKI-ING SLOPES: King Edward and Mrs. Simpson at Kitzbuehel in Tyrol where they went for a holiday in 1934. At the time very few people were aware of the identity of the lady in this much published picture, nor did the question arouse more than passing speculation

DRIVING THROUGH ATHENS following a visit to the Acropolis. The King with Mrs. Simpson, on his right hand, and another member of the party riding in an open car. A picture taken on August 25 of this year when His Majesty's European holiday was entering on its semi-official phase

ON BOARD "ERTOGHRUL"—THE TURKISH PRESIDENTIAL YACHT: The King, Kemal Ataturk, Mrs. Simpson (in centre of group), and others gathered on deck to watch a regatta in Moda Bay. An incident during the visit to Constantinople in September. *On right*—Mrs. Simpson standing beside His Majesty on arrival at Salzburg, where they made a brief halt on the way out to join *Nahlin*



ASHORE AT TROGIR: The King and Mrs. Simpson pictured together in a fishing village, near Split, during the royal cruise down the Dalmatian coast last summer

IN A NAVAL PINNACE AT SPLIT: One of many pictures taken during the course of the royal cruise, most of which were not reproduced at the time in England

THE DIVORCE AT IPSWICH

AND SOME SUBSEQUENT STARTLING DEVELOPMENTS

Telephone DOuglas 7070—THE SAN FRANCISCO CALL-BULLETIN—Tuesday, October 27, 1936

CARRIES SPOILS SYSTEM WAR TO STE

Mrs. Wallis Simpson Is Given Freedom at English Divorce Hearing

A view of the town hall (center, with tower) in Ipswich, England, where the Ipswich Assizes heard the divorce plea of Mrs. Wallis Warfield Simpson. She charged her husband, former the Coldstream Guards, with away from her during her desires.

over the brief hearing, which is the latest chapter in the love story of a dashing monarch and a beautiful commoner from

Russ Answer Threats With Submarine Hint

ISTANBUL, Oct. 27 (INS)—Carrying a miscellaneous cargo to Spain, the Soviet steamer

a fleet to Spanish waters as the first move toward intervention in the Spanish conflict.

POPE'S EN HERE TON

PRELUDE TO THE CRISIS: The two pictures on the left showing Mr. Justice Hawke, who presided, and Ipswich Town Hall, where the hearing took place, are reproduced from the *San Francisco Call Bulletin*, and evidence the publicity given in America to Mrs. Simpson's divorce from Mr. Ernest Simpson at Ipswich on October 27—an event that was recorded in the barest detail in the Press of this country. Mrs. Simpson brought the action and the case was undefended, a decree *nisi* being granted with costs. *Above*—An impression of the crowd outside the Town Hall

Mr. Baldwin's First Announcement Regarding the King's Project of Marriage

In the House of Commons, crowded as it has not been for many years on a Friday afternoon, the Prime Minister made the following statement on December 4 in reply to a question from the Leader of the Opposition. The operative sentences, recording the refusal of the Governments both here and in the Dominions to introduce special legislation to meet a particular case, were received with cheers from all quarters of the House:—

In view of widely-circulated suggestions as to certain possibilities in the event of the King's marriage (said Mr. Baldwin) I think it would be advisable for me to make a statement. Suggestions have appeared in certain organs of the Press of yesterday and again to-day that if the King decided to marry, his wife need not become Queen. These ideas are without any constitutional foundation. There is no such thing as what is called a morganatic marriage known to our law. The Royal Marriages Act of 1772 has no application to the Sovereign himself. Its only effect is that the marriage of any other member of the Royal Family is null and void unless the Sovereign's consent declared under the Great Seal is first obtained.

This Act, therefore, has nothing to do with the present case. The King himself requires no consent from any other authority to make his marriage legal, but, as I have said, the lady whom he marries, by the fact of her marriage to the King, necessarily becomes Queen. She herself, therefore, enjoys all the status, rights, and privileges which, both by positive law and by custom, attach to that position, and with which we are familiar in the cases of Her late Majesty Queen Alexandra and Her Majesty Queen Mary, and her children would be in the direct line of succession to the Throne.

The only possible way in which this result could be avoided would be by legislation dealing with a particular case. His Majesty's Government are not prepared to introduce such legislation. Moreover, the matters to be dealt with are of common concern to the Commonwealth as a whole, and such a change could not be effected without the assent of all the Dominions. I am satisfied, from inquiries I have made, that this assent would not be forthcoming.

I have felt it right to make this statement before the House adjourns to-day in order to remove a widespread misunderstanding. At this moment I have no other statement to make.

THE NEWS THAT STARTLED LONDON: Typical newspaper bills issued during the first anxious days

FROM CANADA

The Daily Province, *the influential Vancouver paper, wrote:—"It is not a question of the private life of the King. It is a matter of the authority and sanction of the vast and imponderable institution of Kingship among a quarter of the inhabitants of the world. This is a matter in which King Edward, because he is King-Emperor of the British Commonwealth of Nations, must do no wrong; he must be an example in his conduct to all the people everywhere who own an allegiance to the cause for which he stands . . . The King is not his own master in this. That is part of the obligation he assumed when he accepted the duties devolving upon him as eldest son of King George. So, as this matter stands, the King is not free to make a marriage incompatible with the Throne."*

Press Comments in the Dominions

SOUTH AFRICA

The Cape Argus *said: "The King ascended a Throne which had been firmly established in the hearts of the people by his predecessor, and with an additional popularity of his own. His own happiness is a small price to pay for such devotion and for the benefit it confers; and by renouncing his happiness the King will add yet another claim to the affections of his people. Even though publicity has done its worst and must leave ugly scars behind, the King may, and we believe will, prove to the world that he is not only* sans peur—*that was known already—but* sans reproche."

NEW ZEALAND

The Dominion, *the New Zealand counterpart of* The Times, *said:—"The gravity of the crisis now precipitated can hardly be exaggerated. It is almost incredible that, in less than a year from King George's death, the Throne should be shaken to its foundations by indiscretions which age, experience, and a cognisance of the obligations attached to his exalted office should have warned King Edward to avoid; it is a tragedy that he appears to have failed to realise what this may mean to the idea of Kingship throughout the British Commonwealth and the Colonial Empire. With so much at stake the issue is clear. The King must either accept the advice of his Ministers and abandon his intention, or make way for a successor who will conduct himself in keeping with the wishes of Parliament and people."*

Merry Christmas

The Best Gift of which I could think . . . !

The New Ford V-8 (£16.10s. Tax), the multi-cylinder luxury-car of outstanding dependability, economy and efficiency, beautiful in line, exemplary in performance, comfortably roomy, very completely equipped, restful in town traffic, a thrill to handle on the open road, yet always thoroughly under control.
As illustrated, £210, at Works. Literature on Request: Dealers Everywhere.

"There is No Comparison!"

FORD MOTOR COMPANY LIMITED, DAGENHAM, ESSEX
LONDON SHOWROOMS: 88 REGENT STREET, W.1

OLD GERMAN CHOIR STALLS IN A LITTLE-KNOWN LONDON CHURCH

Seventeenth-Century Baroque Carving Adorning St. Saviour's, Osnaburgh Street

ABIATHAR WITH THE SHEWBREAD: One of the many remarkable figures in the choir stalls at St. Saviour's which reveal the dramatic exuberance of the German baroque style and contrast so strikingly with the modern Gothic architecture of this North London church. The stalls originally came from the Carthusian monastery at Buxheim, Bavaria, and took fifty years to carve

THE DELIVERERS OF ISRAEL: Two more Biblical figures: Aaron with his staff and Moses with the decalogue. The work, which is attributed to Heinrich Dietmar, is flamboyant, but possesses great historical interest

WOODWORK WITH A HISTORY: *Above*—An elaborately adorned doorway leading from the choir stalls, and (*right*) the figure of a monk in an attitude of prayer. These carvings remained in the possession of the Carthusians of Buxheim until 1803, when the monks scattered and the monastery and its grounds were sold to a local landowner. The landowner's descendants disposed of the stalls in 1883, and they came to England via Holland, eventually being presented to the Anglican Sisterhood of St. Saviour's, Osnaburgh Street. There they have remained ever since, but their existence has been known only to a few, and the majority of guide books on London have ignored them completely. The carving is undoubtedly the work of a more than ordinarily skilled hand

THE WORLD OF BOOKS

IT is reasonable that so skilled an orator as Mr. Lloyd George should make of the sixth and last volume of his **WAR MEMOIRS** (Nicholson. 21s.) a brilliant peroration. In it he deals with the climax of the war, surveys the events which led up to the Armistice, the position in each theatre of action, and sums up generally on the men and events of those days. In these chapters he becomes the historian. It is the hour of victory, and bouquets rather than hard words were the order of the day between soldiers and politicians.

The summing-up finished, he cannot rest for long on this note, and we find the dialectic sword once more unsheathed and flashing around the head of Mr. Duff Cooper, carving extracts from Lord Haig's Diaries. Then there follow some thoughts on the type of man with whom heads of Governments had in wartime to deal.

"In the grand army that fought the world war the ablest brains did not climb to the top of the stairs, and they did not reach a height where politicians could even see them. Seniority and society were the dominant factors in army promotion. Deportment counted a good deal. Brains came a bad fourth."

So much for that mythical baton in every Tommy's knapsack. With the dialectic balance heavily in his favour, Mr. Lloyd George has undoubtedly scored a decisive victory in his quarrel with the generals; and it must be admitted that the weight of documentary evidence has been with him. This may bring poor consolation to those who "discharged their perilous duties" on land, sea, and in the air in a manner that earns a typical tribute from the author; nor will the perusal of these volumes bring much comfort to those in charge of recruiting for the next war. Yet we are informed that it is not for those detailed for "perilous duty" to reason why, so perhaps we had better revert to the business on hand, which is to congratulate Mr. Lloyd George upon a work which is as sure of immortality as the memory of the war he has surveyed.

"The writing of books is a new business for me" he says in a valedictory preface. "When a man starts a new craft in his seventieth year . . ." He asks to be ranked as an amateur. Yet what professional has exacted such tribute, in columns of praise and blame, as he has for these six books? In them he should be well pleased; he was always a happy warrior.

THE LIFE OF PAUL GAUGUIN, by Robert Burnett (Cobden-Sanderson. 15s.), is the first full-length biography of the painter in English. From the conventional view Gauguin was an artist plus. A man of strong character, passionate, rebellious, defying every social standard, perennially penniless and, dying in squalor, enriching future dealers who secured fantastic prices for his work.

Small wonder that the fictioneers have seized and made of him a legend of a comfortable bourgeois who forsook a lucrative Stock Exchange career, abandoned wife and family and went to live and rot in the South Seas.

If Mr. Burnett debunks that legend he tells a story stranger than the fiction. Gauguin was no typical French bourgeois. On his mother's side his blood was Peruvian, claiming descent from Montezuma, and his earliest childhood memories were of Lima. At seventeen he went to sea, where he remained, on the lower deck, for six years. Then he went into business in Paris, made money, began to mix with artists, bought pictures, married a Dane, and had five children.

Discovering a talent for painting he abandoned his business and subsequently his family, though not so suddenly and dramatically as the fictions have it. As an artist he was not a commercial success and he lived the rest of his life in squalid poverty. Hating Western civilisation he wandered first to the Caribbean (where he actually worked as a labourer on the Panama Canal diggings for a few sous a day), and afterwards to the South Seas, where he did his best work, died a horrible death, and was buried by the missionaries he despised.

Mr. Burnett attempts no technical criticism of Gauguin's work. There are a few reproductions which, in their half-tone flatness, serve to demonstrate the dominance of colour in his genius. In effect it is a fine biography of a fiercely passionate man, difficult, almost impossible to live with, but a man who sought beauty and wrought it in striking colours not only in his work but in his life.

Mr. Burnett treats the Vincent van Gogh episode with an aloof objectivity in which Gauguin does not emerge completely guiltless of the charge that he taunted the Dutch painter into insanity. Gauguin could be, and was, ruthless with weak characters, witness his treatment of the doting Schuffenecker. From him the meek should inherit nothing. He died fighting, and at the auction of his effects "there was a mocking scramble for souvenirs. The Breton landscape, held upside down by the auctioneer and announced by him as 'The Niagara Falls' was a popular comic success. It became the property of a naval doctor for seven francs."

SIR J. J. THOMSON WRITES HIS MEMOIRS: The famous scientist, who discovered the electron, is the author of *Recollections and Reflections*, a book of reminiscences which has just been published by G. Bell and Sons. This illustration is reproduced from the portrait of him by Fiddes Watt, now in the possession of the Royal Society

Reviewed by

VERNON FANE

With **IN MY PATH** (Geoffrey Bles. 10s. 6d.) Dr. Halliday Sutherland has tumbled out a mixed bag of stories, experiences, and anecdotes, and allowed the reader to dip into them for himself. The style in which it is written defines no immovable beginning, middle, or end, which seems to justify haphazard reading. The result is a sporadically interesting book, with a few passages comparable to the best things in *The Arches of the Years* and a good deal that is unimportant or, like the chapter on the perfect eugenic state, lamentably unfunny.

For most readers, even the least informed of us, the strictly technical chapters on the tubercle bacillus and the story of tuberculin will be the most fascinating and even exciting. Fifty years ago the great tuberculin controversy was raging. Pasteur was at the head of one camp, Koch at the head of the other. "In temperament and character Pasteur and Koch were at opposite poles. Pasteur was excitable, Koch was calm; Pasteur was an orator, Koch was a poor speaker; there was no love lost between these two".

BOOK PUFFS

As They Were Over a Century Ago

A recent issue of that entertaining journal Now and Then *contains the following example of early book advertising. It was written in 1828 by the author-publisher, William Cobbett, whose enthusiasm clearly vies with the efforts of some of our present-day publicists.*

"When I am asked what books a young man or young woman ought to read, I always answer, Let him or her read *all the books that I have written*. This does, it will doubtless be said, *smell of the shop*. No matter. It is what I recommend; and experience has taught me that it is my *duty* to give the recommendation. I am speaking here of books other than *The Register*; and even these, that I call my library, consist of thirty-nine distinct books; two of them being translations; *seven* of them being written by my sons, *one* (*Tull's Husbandry*) revised and edited, and one published by me, and written by the Rev. Mr. O'Callaghan, a most virtuous Catholic Priest. I divide these books into classes as follows: (1) Books for teaching language; (2) On domestic management and duties; (3) On rural affairs; (4) On management of national affairs; (5) History; (6) Travels; (7) Laws; (8) Miscellaneous politics. Here is a great variety of subjects; and all of them very *dry*; nevertheless the manner of treating them is, in general, such as to induce the reader to *go through the book*, when he has once begun it. I will now speak of each book separately under the several heads above-mentioned. N.B. All the books are *bound in boards*, which will be borne in mind when the price is looked at.—W.C."

The scene at the Berlin Physiological Society on that cheerless evening in the March of 1882 is unforgettably described. Koch was to make his maiden speech, and in it to announce his discovery of the tubercle bacillus. He was nervous and diffident, but his phrases were precise and exact statements, supported by the most convincing evidence. "His closing sentence was followed by a moment of tense silence, to be succeeded presently by a fervid outburst of applause and congratulation. The historic occasion was over." Overnight Robert Koch became world-famous.

Mr. Bruce Lockhart has been East again. Twenty-five years distant from the Malayan episodes that he described in his *Memoirs of a British Agent* he set out from London to re-visit that lovely land, and one result of his voyage has been **RETURN TO MALAYA.** (Putnam. 10s. 6d.)

After seven years of work on a daily newspaper, Mr. Lockhart felt that he needed a holiday, and the more he thought about it the more absolutely necessary it became to him, for those newspaper office years had induced in him a craving for solitude that was "stronger than wine, women, or opium. The knowledge that for three months not only should I take no part in the making of a newspaper, but that I should not even read one was in itself the most delicious and most necessary of holidays."

Malaya was a natural choice. Naturally enough London in January would make a man long for the sun, and in Malaya, twenty-five years before, Mr. Lockhart had been happy. The irresistible combination and the desire to make a sentimental journey decided him. He sailed for the East, he assures us, with a lilt in his step, and a fierce exultation in his heart.

The chief charm of Mr. Lockhart's writing has always been his lack of affectation. If he sentimentalises it is because it is the outcome of an unforced mood. If he seems to write with disillusionment and weariness it is because for the moment he is a tired man with many regrets. When he observes and reports his style has the selective clarity of a good camera lens, because he is engaged in conveying a scene or a conversation as accurately as possible, and nothing else interests him

For the greater part of this book the mood of regrets prevails. He was a tired man, for all his anticipation of delight when he began his holiday, and the reiterated disappointments of finding his best-loved haunts modernised beyond recognition were scarcely calculated to restore him. Yet the book has a familiar charm. The exquisite Malayan scenes, the glimpses into the extraordinary history of the Dutch colonies, of which most of us know ridiculously little, the shrewd comments and comparisons of the Dutch, Japanese, and British administrations all reveal the author at his best. If the book is a record of a nostalgia, that is Lockhart too. He writes as he feels, and we feel with him.

DEAR MISS HEBER (Constable. 8s. 6d.) is an engaging selection from an eighteenth-century correspondence, to which both Mr. and Mrs. Sacheverell Sitwell have contributed introductions. Mrs. Sitwell has caught remarkably the naive and wordy style to which an occasional unorthodox spelling only adds further relish.

"The history of Weston is this," writes Mrs. Sitwell about the house in which she now lives, and where, 150 years ago Miss Heber enjoyed her friends' letters, "in 1690, a small farm house stood on the sight of the existing building."

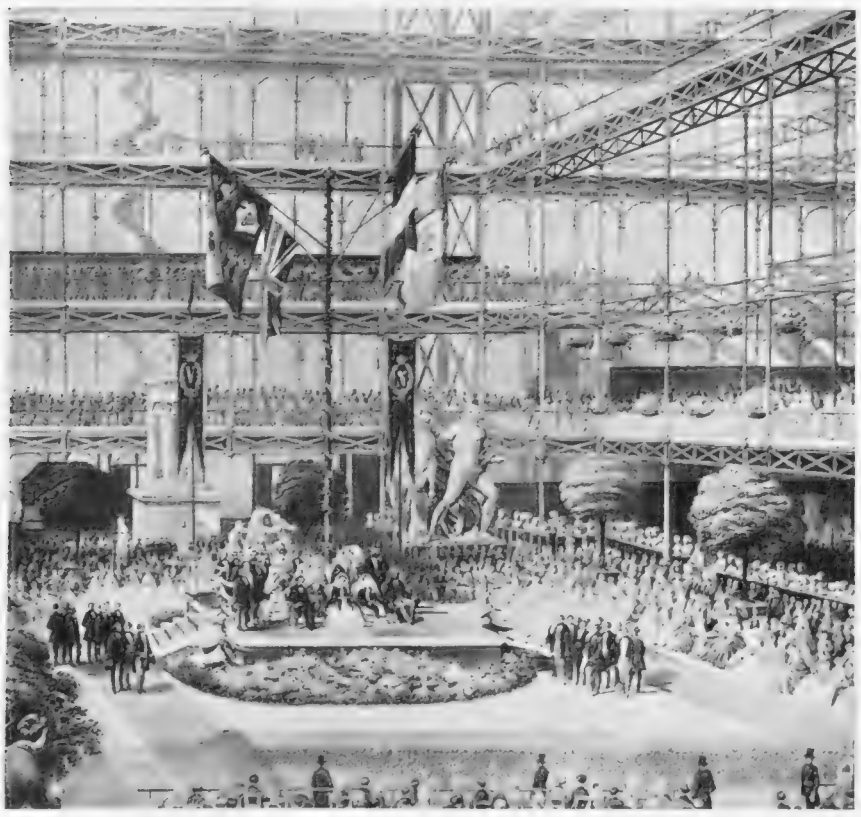
The letters themselves, from a number of well-bred and more or less worthy or frivolous ladies, have what is known now-a-days as a mild entertainment value. They discuss plays, novels, *accouchements*, and country visits with pleasant detachment and elegance. There are flashes of humour, all the more appreciated for being so unexpectedly outspoken in the general display of nice feeling, and there is a delicious Mrs. Drake who makes the kind of bad pun which is really endearing.

It is reassuring to know, too, that in 1790 mothers of families were already regarding marriage as a lottery, in just that classic phrase (even if the red-nosed comedian is not there to retort, "but you get a *chance* in a lottery") and that cooks went, even as good cooks go, even in those days of grace.

Out of **THE WORLD OF SCIENCE** (Heinemann. 8s. 6d.) Dr. Sherwood Taylor has made a whale of a book. An imposing panorama, the publishers call it, of the whole scientific field; a myriad of facts and theories set down in a manner which the layman can understand. As a layman, I have eyes to wonder but no lack of a pen to praise so tremendous and valuable a work. Dr. Taylor will earn the gratitude of everyone for whom the scientific field is a glorious and sometimes dramatic adventure, and the publishers have rendered a public service by making such a book available at such a price.

THE PALACE'S LAST "PYROTECHNIC DISPLAY": One end of the south transept in the grip of the flames during the fire which, before the gaze of many thousands, reduced the greater part of the famous building to ruins in the space of an hour

TRAGIC AFTERMATH: Some of the debris in the Egyptian Hall where it is believed the fire started, possibly, says Sir Henry Buckland, as a result of a big gas explosion. On Thursday of last week Queen Mary paid a visit of inspection to the ruins



A RED LETTER DAY AT SYDENHAM: An engraving depicting the visit of Queen Victoria to the Palace in 1855 when she was accompanied by Napoleon III and the Empress Eugenie of France. This was two years after the building had been removed from its original site in Hyde Park and re-erected on the heights of Sydenham. In those days it was separated from London by much open country

AS AN ARTIST SAW IT: A drawing by Mary Adshead that brings to mind the great firework displays which were for so many years a regular feature of the entertainment at Sydenham. The association of the famous firm of Brock with the Palace began in 1865, and continued right up to the present day

THE RESTAURANT: Another drawing by Miss Adshead with a Victorian flavour appropriate to the subject. This was always a popular rendezvous, and the semi-tame birds that went from table to table picking up scraps were a great attraction, particularly among the children. *Below*—One of the aviaries from which most of the birds managed to make their escape during the fire

IT is scarcely credible, when viewing the London of to-day, that the Crystal Palace on being re-erected at Sydenham, could be approached across comparatively open country. But such was the case as is revealed by the following extract from a contemporary account explaining "How to get there." It was published on June 10, 1854, for the information of those planning to attend the opening ceremony

A large number of persons may be expected to find their way to Sydenham by the road in private carriages (the account reads), and these will have a remarkably pleasant route, clear of the usual obstructions of slow traffic.

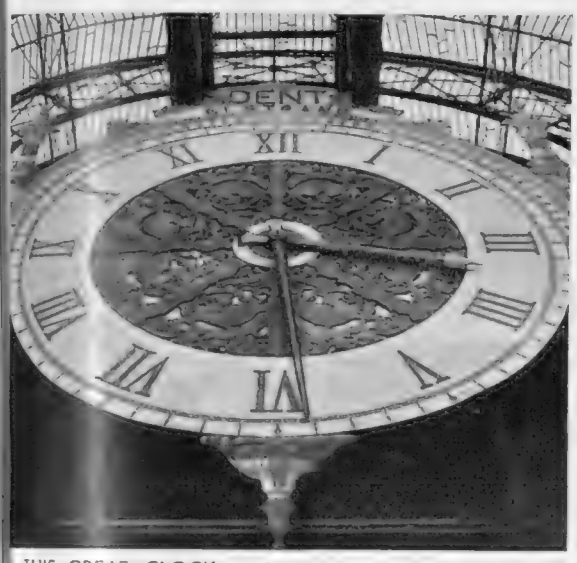
For the benefit of those coachmen who have not yet ventured into regions so unfashionable, as well as for cab-drivers leaving "the stones" for the first time, we give the following directions

Drive to Vauxhall Bridge, thence by Kennington Turnpike or the Wandsworth Road, to Brixton Church; leave the church on the right hand, and when you reach the George Canning Tavern, with its compo. statue of that statesman, turn sharp to the left, and then on, crossing a narrow bridge over the dirty Effra; go on past the Half Moon through the village of Dulwich, taking care, as there are several cross-roads, to leave the church on the left hand and the Greyhound Inn and Dulwich College on the right; keep straight on through a turnpike; and thus

THE CRYSTAL PALACE IN RETROSPECT

Paxton's Masterpiece that is Now no More

WHEN IT WAS A WAR MUSEUM: A picture taken in 1920 during the exhibition of Army, Navy, and Air Force relics. The sub-tropical vegetation, so beloved of the Victorians, was always a feature of the Palace



THIS GREAT CLOCK, with its intricate fretted designs on the face, was reduced to shapelessness in the blaze

so far you can travel without a single hill, with galloping ground from the moment you left the stones. On passing the turnpike, the hill on which the Palace stands, rises visibly. A few minutes bring you, if you are a season ticket holder or exhibitor, to the North Transept. If an invited guest to the Central Transept; there, after descending, your coachman will find attendants in the Crystal Palace livery stables.

It is understood that the route just described will be that adopted by the Royal carriages, and will be stopped up beyond Dulwich after one o'clock.

To-day it is not likely, as full evening dress will be the rule, that any will go on horseback; it may, however, be as well to mention that for cavaliers and *omazones*, there is a very delightful ride (of which nearly half is over grass) by Vauxhall Bridge, up the Wandsworth Road, over Clapham Common to Balham Hill and then turning into Clapham Park, keeping to the right across by a bridle road into the upper part of Tooting Common, and so on through the trees to Streatham Church; at Streatham, keeping to the right for a quarter of a mile along the Croydon Road, you reach Streatham Common; turning sharp to the left across the common, you proceed on to Crown Hill, and then through Norwood and up the steep hill covered with public-houses, which have "cropped out" under the patronage of the Crystal Palace visitors.

Here also is a report of the crush at the opening ceremony:—"The police had scarcely taken up their positions when impatient knockings warned the guardians of the interior that a 'crush' was gathering outside. No sooner was the word given to unbolt, than in flowed a gaily-dressed crowd, armed with cards of all the colours of the rainbow; and here it was that the first and only misadventure occurred—which, however, thanks to the tact and good temper of the police, the forbearance of the patient public, aided by the zealous exertions of the officials of the company, ended in a manner satisfactory to all parties. By the miscarriage of a bundle of printed instructions, the police were for the most part ignorant of the hidden meaning of the various colours, and so it came to pass that some shy and unfortunate persons provided with most powerful coloured talismans, were detained in odd corners and out-of-the-way avenues, until relieved by the friendly intervention of some who held the interpreting key as well as the necessary authority."

A MELANCHOLY SCENE: Plaster effigies in formless confusion among the debris. There was so much woodwork and furniture in the place, that the flames had no lack of material on which to feast

CRYSTAL PALACE.

OPENING CEREMONY.

JUNE 10, 1854.

1. Holders of Season Tickets only will be admitted.

2. Railway Trains, for Season Ticket holders, will leave London Bridge Station every quarter of an hour, and will set down Visitors in the wing of the Crystal Palace. The first Train will leave London Bridge at Ten o'Clock.

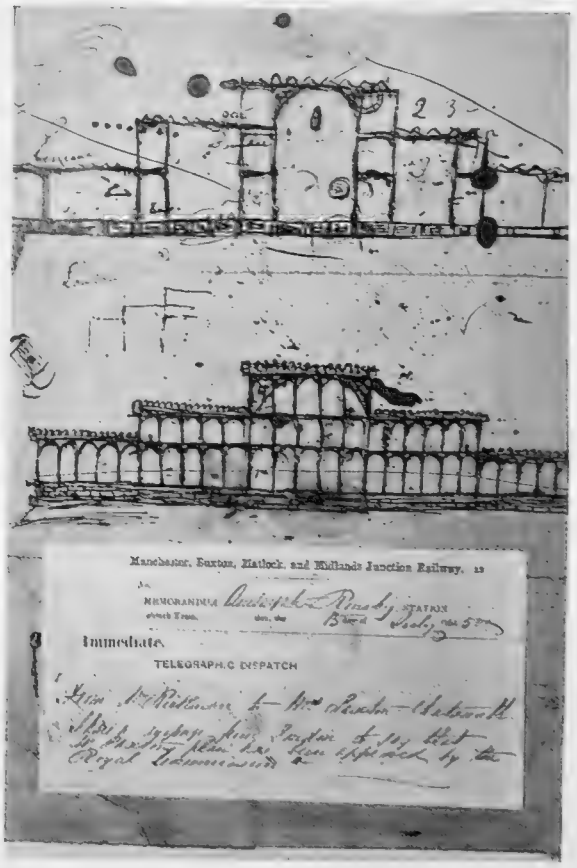
3. Carriages will set down at the North and South Transepts. Stabling for 600 Horses has been provided. Standing room for Carriages has also been provided.

4. The Doors will be opened at Eleven o'Clock, and Visitors will not be admitted after Two.

5. The Central Transept is reserved for the Carriages of Invited Guests, and persons with special cards of admission.

6. Season Tickets, price Two Guineas each, are sold at the following places:—The Palace; 3, Adelaide Place, London Bridge; 14, Regent Street; the Brighton Railway Terminus, London Bridge; at Sams', St. James's Street; Mitchell's, Bond Street; Gunter's, Lowndes Street; Westerton's, Knightsbridge; Keith, Prowse, and Co., Cheapside; Letts's, Royal Exchange; Dawson's, Cannon Street; and Hammond's Advertisement Office, 27, Lombard Street.

JUNE 10, 1854: A printed notice giving instructions to the public regarding the arrangements for the re-opening of the Palace by Queen Victoria after the building had been set up on the heights of Sydenham. The announcement that stabling had been provided for 600 horses gives some idea of the importance of the occasion



BIRTH OF AN IDEA: The first sketches for the Crystal Palace made by Sir Joseph Paxton on a piece of blotting paper. He only entered the design competition at the last moment, after 233 other plans had been rejected, and he completed his drawings in nine days. Below is a reproduction of the telegraphic despatch which brought him the glad news that his plan had been approved by the Royal Commission

SHIPPING'S NEW LEASE OF LIFE

A Year of Tremendous Progress in the Building Yards

IN HER ELEMENT: The motor vessel *Queen Anne* pictured a few moments after launching on the Clyde from the yard of Messrs. Barclay, Curle and Co., Ltd. This new cargo liner, one of many built in Great Britain during the past year of increased shipping prosperity, is specially fitted for the carriage of bulk grain and is capable of over 10 knots when fully loaded. She belongs to Messrs. Dunlop, proprietors of the Queen Line

SHIPPING is moving. Sailors are signing on; docks are getting livelier; their cranes and trucks getting a move on. Shipbuilding is bustling. More keel-plates are being laid, including the coming No. 552; the machine-gun rattle of thousands of riveters is more intense; more hulls are gliding off the slipways to their fitting out basins to make room for others; fresh contracts are being signed and others in prospect. Britain is still producing nearly as much of this new work as all other countries of the world combined.

The rise in commodity prices, leading to increased world trade, has stimulated the freight markets. Firm and judicious action on the Tramp Shipping Administrative Committee in their handling of minimum freight schemes, thereby keeping tramp rates steady, has reacted favourably on liner rates. Until, however, increased trading has resulted in greater individual prosperity many of the passenger and cargo lines are unlikely to benefit by an improvement in traffic, and in the meantime are adversely affected by higher running costs due to the general rise in wages and values. Still the larger number of orders for new vessels during the past year reflects a more confident feeling in the shipping industry. The output of shipbuilding during the past twelve months was greater than it had been for any of the previous four years, and there is evidence that this activity in shipyards will be maintained for some time to come. Such is the considered opinion of the Committee of Lloyd's Register of Shipping, and the figures given below are extracted from their latest and very complete annual report for the year ended June 30, 1936.

At the end of last June the world's total of mercantile shipping in hand under construction was about 1,951,000 tons, of which Great Britain and Ireland had some 849,000 tons, or 43·5 per cent. The total tonnage actually constructed during the year mentioned, and coming under Lloyd's classification was 1,009,207 tons, which includes a little item of 7,401 tons of sailing and non-propelled vessels, one of which is Mr. Sopwith's new challenger for the America's Cup, *Endeavour II*. Of this total 584,876 tons, or 58 per cent., were produced in Great Britain and Ireland, and 424,331 tons, or 42 per cent. abroad. Steam-driven ships, (of which 56 per cent. used engines of the reciprocating type and 44 per cent. turbines), represented 42 per cent. of the total, while oil motor driven accounted for 58 per cent.

Many of the steam-propelled vessels were fitted for burning oil in the furnaces of their boilers, making the respective proportions of ships using oil, either for steam or motor propelled systems, as 80 per cent. of the total tonnage to only 20 per cent. using coal. Tracing the figures for yearly production back to 1918–19 we find that, while the use of coal fuel has decreased from 66 per cent. to 20 per cent., oil has increased from 34 per cent. to 80 per cent. On figures of total world tonnage of mechanically propelled vessels afloat the proportions are not so divergent. Between 1922 and 1936 coal as fuel dropped from, roughly, 74 per cent. to 50 per cent., while the use of oil rose from 26 per cent. to 50 per cent. in the same period, so that they are now equally divided, with the tendency for oil to gain still more in the future. This has, of course, incurred more oil-carrying ships, or tankers, of which there are now about 9,300,000 tons compared with less than 3,000,000 tons in 1919–20. Some 259,000 tons of tankers were built under Lloyd's clsssification last year. Compared with a year ago, the tonnage constructed during the last twelve months under Lloyd's Register has increased by 34 per cent., and nearly 200 per cent. compared with 1933–34, when the low total of 350,000 tons were so built.

ALL OUT ON THE MEASURED MILE: The *Queen Anne's* sister ship, *Queen Adelaide*, running her trials on the Clyde. She has five cargo hatches for rapid loading, eleven derricks, one of which can lift 25 tons, and spacious accommodation for the crew who are housed aft in two-berthed cabins

AN OCEAN GIANT IN PERIL: The 23,500-ton Orient liner *Orcades*, sister-ship of the *Orion*, in collision with a jetty—an untoward incident following her launching last week from Vickers-Armstrong's yard at Barrow-in-Furness. The vessel, it appears, got out of hand in the high wind, the combined efforts of the tugs being unable to prevent an impact. She suffered no damage, however, and was later towed in safety to deep water. Some of the woodwork from the smashed jetty can be seen floating in the foreground

Outstanding ships of the past year include of course the *Queen Mary*, now holding the record for the North Atlantic passage. Though it is a big drop from her 80,774 (gross) tons to the next in size the motor ship *Athlone Castle* of 25,564 tons, with the *Stirling Castle* running her close at 25,550 tons, the P. and O. Company's *Strathmore* of 23,428 tons, or the Orient S. N. Company's *Orion* of 23,371 tons,

(Continued on page 522)

When the Green Woodpecker Goes in Search of Food

Winter Habits and Winter Ways

ALTHOUGH Nature has at this period of the year withdrawn so much—hidden away so much—curtailed so rigorously so many of the movements in her own particular sphere, all this does not lessen the varied activities of the world of birds. For a while there was—as is customary—a lull in these activities; but that is long past and over. And so to-day there is a great deal that is interesting to be looked for about the countryside. Across the open fields there rings out, almost surprisingly, a loud and cheerful laughter, as the green woodpecker flies forth from among the trees. He has something of a ponderous flight, and he drops weightily on to the ground down amongst the fresh wet grasses, there to remain quietly for a short space of time. He glances around him as though in consideration as to his next movement. And thus he presents himself as one of the fine features of our English bird life in his handsome colouring—almost that of a tropical bird—the vivid green of his plumage so brightly set off by the deep crimson of his hood.

A WOODLAND BEAUTY: The green woodpecker whose vivid green plumage is brightly set off by the crimson of his hood

As he gazes over the wide expanse of moist pastureland some point of interest appears to take his attention; and now he proceeds onwards across the field. When presently he arrests his progress at a certain spot, it soon becomes apparent what has drawn him thither. Because immediately he begins to probe the surface with his strong beak, knowing quite well from particular signs that here he will find a delicacy agreeable to his taste. He has come upon a colony of ants.

The green woodpecker spends quite a while in feasting upon these until at length he has eaten his fill. Then, pleased with his meal, he departs once more; giving another laugh, as of satisfaction, as he disappears into the nearby woodlands. It is interesting to note how this bird has, in the course of time, acquired more and more the habit of searching the ground and feeding upon the ant life which he there discovers; at variance with his ancient and more especial custom of finding his food chiefly about the decaying wood of tree trunk and branch and log. He is well supplied with the means to obtain this food of his—for not only is his beak of some length but he is possessed of a certain peculiarity. The tongue of the green woodpecker is so formed that he is able, when probing for ants, insects, or larvæ, to elongate it until it reaches beyond the extremity of his beak. And with this useful member he can penetrate far into an interstice, and secure his prey which lurks within, aided by the bristles with which his tongue is furnished.

FIRST STEPS: A young green woodpecker

When the woodpecker disappears, momentarily there seems to be no other bird life in view. This, however, is not the case, for close by in the thicket a small figure is perched, merged among the twisted brown of the twigs about him.

Scarcely a greater contrast to the gay apparition just departed from the scene could be found. For the whole scheme of the dunnock's attire is of the plainest and most unobtrusive—planned in several shades of brown, ash, and slate-grey.

Opening his beak he gives a short whistle; this seems to announce his immediate intention. He thereupon commences a play about the bushes—a pastime much in favour with him. Quietly he slips along from twig to twig emitting at intervals a single note—an abrupt sweet-sounding whistle. He appears to be thoroughly enjoying himself as he flits about.

Muriel W. Haywood

Near Leigh, Surrey

This England

IT is curious that the "vile weather of our winter day" should lose its vileness in the country. The wind that whistles down a city street to paint the nose and chill the wame, is elsewhere a majestic, tree-tossing frolic of the gods. And the damp chill of dusk that sends coughs echoing in the urban train brings to the rustic nostril the sweet incense of burning wood and decaying leaf. But in city or shire, damp is always a danger in our England. Beer was a protection evolved by our fathers for the nourishment and warmth-against-chill that it conveyed. And beer of a type they favoured centuries ago you enjoy — and profit by — in your Worthington today.

ISSUED BY WORTHINGTON AND CO. LTD., BURTON-ON-TRENT, ENGLAND

SOMETHING for EVERYBODY

A PEN is a grand and friendly present, for it is the sort one lives with. Above is a Conway Stewart pen and pencil set which costs 12s. 6d. Made in fascinating colours, the pen has the famous Conway Stewart nib and carries a guarantee which includes the free exchange of nibs of gift pens

THE WISE balance of its blend, and the steadiness with which that blend is kept constant account for the supreme quality of McCallum's "Perfection" Scots Whisky. That is why it has such an irresistible appeal for men who may claim to be shrewd judges, and that is why it is a present that can never disappoint

WITH A FLAVOUR and bouquet that are unique, epicures all over the world know Lemon Hart rum. As a liqueur it is delicious, it blends excellently with coffee or milk, it is refreshing in ginger ale, with lemon added, and as a foundation for cocktails it will earn you a reputation for originality

JUST ONE STROKE of the lever and the "Instant" Juice Press squeezes out the maximum of clear juice, without pips or pulp, from oranges, grapefruit, pineapples, or grapes. It is simplicity itself to use, and it is easily cleaned. The "Instant" costs 20s., and the "Instant" No. 2, a slightly less luxurious model, is priced at 12s. 6d.

FOR COUNTLESS HOURS of pleasure, an R.G.D. Radio Gramophone. Their model 1220 Automatic Radio Gramophone has a balanced pressure chamber which ensures perfect reproduction. The R.G.D. range comprises a table receiver at 25 guineas, a floor console at 30 guineas, and four automatic radio gramophones from 45 to 120 guineas

GIFTS that are destined to become heirlooms. Georg Jensen's silver, exquisite in design and workmanship. Go to 15B New Bond Street, W., and see their lovely things. You can find gifts that are worthy of kings, or you can buy enchantment in a simple set of delicate teaspoons

IT IS SIMPLE to choose a present for a man. Send him a gift case containing one, two, three, or six bottles of Grant's "Stand Fast" whisky, and if you have any difficulty in getting them, write direct to Grant's, Dufftown, Scotland, who will arrange for supplies through your usual wine merchant

There's Gaiety at

Monte Carlo

WHAT time we waste, looking for that elusive thing—gaiety! So little of the real stuff now. But you time-savers at once remember Monte Carlo with its romantic traditions of gaiety and glamour just a little different from anything else in the world. And you'll be right—for as it was in the old days, so it is now. Monte Carlo has magic still.

GAMBLING at the Casino or in the Sporting Club . . . the tense, expectant, thrilling atmosphere you crave is there—and wealth is at your finger tips. To celebrate your winnings . . . . a party for the Cabaret, lovely girls, dancing . . . Or if you'd rather sit and watch and talk, there's wit and wisdom, too—all the people you like to know, all the others you long to meet.

CALENDAR

DECEMBER 1936—MARCH 1937

SOCIAL EVENTS: Hotel de Paris—opening Gala, *December 20*; International Sporting Club—opening of the Season, *December 22*; Christmas Gala, *December 24*; New Year's Gala, *December 31*; INTERNATIONAL BRIDGE TOURNAMENT, *January 18–26*; Monaco National Fête, *January 17*.

SPORT: Monte Carlo Country Club (Tennis) Christmas Tournament, *December 21*; Club Championships, *January 11–17*; INTERNATIONAL TOURNAMENT (Butler Trophy and Beaumont Cup), *February 22–28*; Condamine Tennis Club—Sixth International Tennis Championships of the Principality of Monaco, *January 18–24*; Monte Carlo Golf Club—Windsor Challenge Cup, *February 13*; Sporting Club Cup, *February 20*; MONTE CARLO MOTOR RALLY, *January 30* to *February 3*.

MUSIC: Concerts—SEGOVIA, *December 18*; CORTOT and THIBAUD, *December 25*; CORTOT (Chopin recital), *January 1*; Sir THOMAS BEECHAM, *January 13*; Mozart Festival (Conductor: Reynaldo Hahn), *February 3*; Richard STRAUSS, *March 12*; KREISLER, *March 17–19*; RACHMANINOFF, *March 20*; Bruno WALTER, *March 31*; Opera—Season opens with WAGNER'S "RING," in German, by Bayreuth Opera Company, under Franz von Hoesslin, *January 21*; "Tristan and Isolde," *February 2*; AUTORI and CHALIAPINE, as well as many other famous artistes will appear during the course of the season, which lasts till *March 30*.

This winter the cost of living at Monte Carlo will be cheaper than ever. In spite of the devaluation of the franc, hotel tariffs have not been increased, which means in English money a reduction of approximately 35 per cent. Railway fares and all other expenses show proportionate savings.

Visitors to the HOTEL DE PARIS, the HOTEL METROPOLE and the HOTEL HERMITAGE will continue to enjoy the advantages of the "pension tournante." This makes it possible for them to take their meals as they choose, either in their own Hotel or at the Café de Paris, or at the International Sporting Club.

There are good hotels to suit every purse, full particulars of which can be obtained from Messrs. Thos. Cook & Son Limited, and all Travel Agencies.

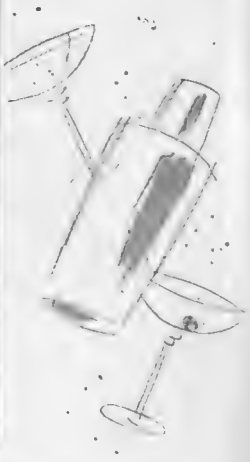
WHO'S THROWING • • A PARTY?

NO MATTER who it is, here are three essentials, provided in the usual superb Austin Reed manner. A most distinguished looking wrap, priced 10s. 6d., a dress vest, cut to cling lovingly to its wearer, priced 16s. 6d., and an imposing dress set, priced 45s. Mothers, sisters, sweethearts, and wives, go to Austin Reed's, and let yourself be guided by their excellent advice

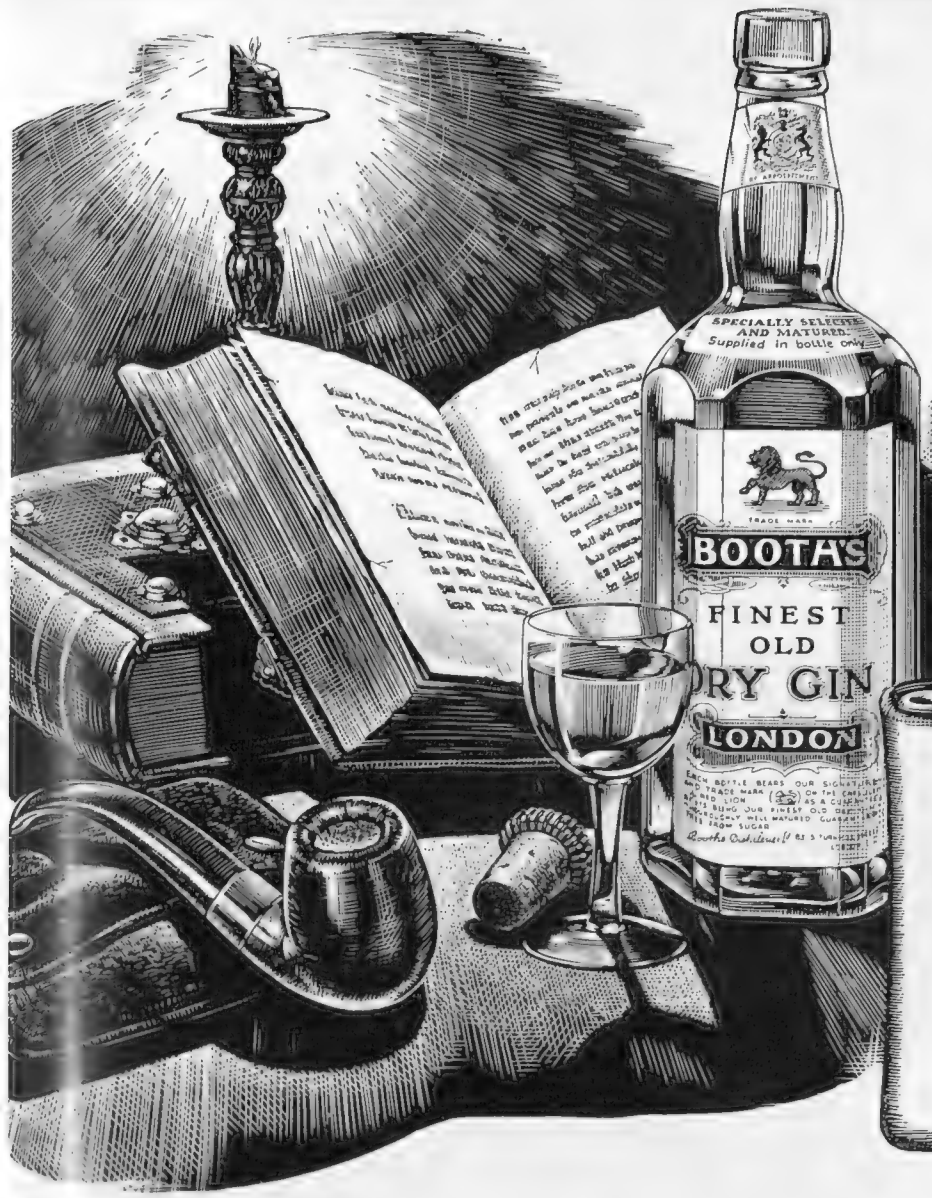
A PARTY WITHOUT DRINKS would be a very drear affair, but a party with Buchanan's "Black and White" is assured of success from the very beginning. There is also, of course, that other firmly established favourite, "Buchanan's Liqueur," and both are specially packed for Christmas in two, three, six, and twelve bottle cases. What a grand present! And what an easy one to send

WELCOME ALWAYS, whether it is a party for grown-ups or children—the Schweppes family, for their Soda Water, Tonic Water, and Ginger Ale help to make superb long drinks, while their Sparkling Fruit Juices are delicious and refreshing besides being extremely good for everybody, including children, who love them. Try their Sparkling Lime, either by itself or mixed with gin. Also at the foot of this page you can see how gay and easy to send are the Christmas postal cartons for the famous Player's Navy Cut cigarettes. Containing five packets of 20, they cost 4s. 9d. Their "Gold Leaf" are 2s. 11d. for 50, their No. 3 Virginias cost 3s. 4d. for 50, and their popular "Airman" mixture is put up in ¼ lb. tins at 3s. 4d.

A VERSATILE guest, this Cointreau, for in addition to being a perfectly balanced after-dinner liqueur it is an essential ingredient in such popular cocktails as "White Lady," "Sidecar," and "Silent Third." Even then it has not fulfilled all its missions, for a dash of Cointreau in a fresh fruit salad, in grapefruit, on fresh strawberries, raspberries, or peaches turns them into a poem



Old and Mellow



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IF YOU WANT a drink that is refreshing and delicious, that will overcome fatigue and fill you with quiet content, choose Doctor's China Tea. It is recommended by the medical profession because it is absolutely free from all injurious ingredients, and it will not harm even the most delicate digestion

IF IT IS THE SORT of thirst that you treat with the greatest respect, quench it with Crawford's Old Liqueur Whisky. Their "Special Reserve" costs no more than the ordinary standard whiskies though it has a character all its own, while their "Five Star" Very Old Liqueur Whisky does certainly cost a little more but is most triumphantly worth it

AFTER A BRISK WALK on a cold, bright day, or after a perfectly planned dinner, Grant's Morella Cherry Brandy, because it is a liqueur that appeals equally to men and women. Full particulars of their special Gift Hampers can be obtained either through your wine merchant or from Thos. Grant and Sons, Ltd., of Maidstone, Kent

AS THE PRINCIPAL INGREDIENT in a long drink or a cocktail Booth's Gin is a universal favourite. Its subtle smoothness and its bland mellowness are due to the sun-drenched grain and healthful herbs from which it is made, and to its delicate process of distillation. Give a case containing three bottles of Booth's Dry Gin, or send instead a bottle of Booth's Orange Gin, another of their Lemon Gin, and a third of Dry Gin

THINGS
WHICH
MAKE
LIFE
WORTH
WHILE!

SPECIAL RESERVE
and FIVE STAR
VERY OLD LIQUEUR

CRAWFORD'S
LIQUEUR SCOTCH WHISKY

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Santa Claus
says
"No Stocking is big enough

to hold the Christmas presents I want to give to these Blind children. I must have a pillow case at least."

The toys and dolls that he brings are needed to help and encourage them to "see" by the touch of their tiny fingers, which, later on, they must be taught to use for reading Braille.

66,000 of your blind countrymen of all ages need
Your help this Christmas to overcome their cruel handicap.

Send your present to:

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'Golden Persian' Golf Jacket

In soft, supple leather, this hard-wearing jacket will earn your confidence under all conditions. Snug woollen skirt, collar, and cuffs; zipp-fastener or button front. 34-44 in. chest.

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THE PRESSING PROBLEMS OF R.A.F. EXPANSION

(*Continued from page* 497)

aeroplanes capable of perhaps 300 m.p.h. is very different from that satisfied by the old training methods. For one thing they are almost all low or middle wing monoplanes which have characteristics in flying and landing quite distinct from those of biplanes.

How are pilots to be trained quickly and safely with minimum of expense? Can they be started off on fast machines so that a multiplicity of types may be avoided? Can the old primary types be abolished altogether and can pupils be started right from the very beginning on training versions of the bombers they will fly in war so that production and maintenance of machines may be simplified? There is an excellent supply of potential pilots but the supply of sufficient modern machines on which to train them is a difficulty.

These are but a few of the problems in regard to early training. Advanced training for war presents just as many. One difficulty lies in the fact that our island is so small that long range training flights can only be made in the north and south direction and neither the weather nor the terrain in the north is favourable.

Given time new dangers can always be met by new methods of defence, and armament can be met by armament. At the moment we are at a disadvantage and it is to make up the leeway in air power that the Air Ministry, the Air Staff, and the aircraft industry are straining every nerve. The next eighteen months may be critical and perhaps decisive. Will we be given time?

SHIPPING'S NEW LEASE OF LIFE

(*Continued from page* 514)

still these ships are predominant in their own spheres in the matter of speed, comfort, and efficiency. The *Stirling Castle* has reduced the time to the Cape to 13 days 8 hrs. 14 mins.

Plans approved by Lloyd's for the past quarter ending September 30 cover 150 new vessels totalling 531,560 tons. This rate, if maintained, will bring the annual figure up to the 2,000,000 mark, which has only once been exceeded since 1919-20.

During the year under review 525 vessels of 1,255,830 tons were broken up, and marine losses accounted for 277 ships of 290,547 tons, making a gross world reduction of 802 ships of 1,546,377 tons. This naturally had some effect on the total world shipping which increased by only 177,000 tons, but it is satisfactory to note that the tonnage in commission rose from 59,000,000 to 61,000,000 tons. The amount of laid-up shipping has been reduced from the enormous figure of 12,000,000 tons of three years ago to 4,250,000 tons, greatly due to the breaking up of surplus ships.

CONTINUATIONS

As to the important matter of the principal owners of the world's steam and motor shipping the present relative position of Britain unfortunately compares very unfavourably with that of other countries. Compared with 1914 the only countries showing a decrease of ownership are Great Britain and Ireland and Germany. The relative percentages owned by these are given in Lloyd's Register returns with a very detailed analysis of the figures for the years 1914, 1925, and 1936. Of a world total of 45,404,000 tons in 1914 and 64,005,000 tons in 1936, Great Britain and Ireland in 1914 owned 18,892,000 tons or 41.6 per cent.; in 1936 only 17,183,000 tons or 26.8 per cent. Germany in 1914 had 11.3 per cent., but in 1936 only 5.8 per cent. Our drop in tonnage is 1,709,000 gross tons, or 9 per cent. less, and Germany 1,427,000 tons or 27.8 per cent. down. Contrasted with these figures are the following increases in tonnage and percentage, (round figures) for the leading countries over the same period. United States of America (sea) 7,407,000 tons, or plus 365 per cent.; Japan 2,508,000 tons or plus 147 per cent.; Norway 2,097,000 tons or plus 107 per cent.; Italy 1,627,000 tons, plus 114 per cent.; France 1,051,000 tons, plus 55 per cent.; and Holland 1,035,000 tons, plus 70 per cent.

BOMB AND GAS-PROOF SHELTERS in course of construction by British Air Raid Shelters, Ltd., in the garden of a house at Wimbledon. The design consists of two hemispherical shelters linked by a corridor, one being for the use of the family and the other for the staff. Both will be equipped with sleeping bunks, and will be supplied with water, electricity, and conditioned air, making it possible to sustain life in the event of prolonged attack. The steel frames are set deep in the ground and will be covered with 6 ft. of concrete

As to future prospects, since the contract placed two months ago for the *Queen Mary's* sister ship No. 552, representing something like £4,500,000, recent orders placed include that of the Clan Line for six 10,000-tonners costing about £1,000,000, all going to the Clyde which now has twenty-two shipyards at work. Many other vessels are distributed among the yards on the Tyne, Wear, and at Barrow as well as elsewhere. Orders contemplated within the next month or two are reported to include several large liners as well as cargo ships for the leading British and Dominion shipping lines.

Edwin H. Judd

THE SHAFTESBURY HOMES AND "ARETHUSA" TRAINING SHIP

THE Right Hon. Ernest Brown, P.C., M.P., M.C., presented prizes at Fordham House Technical School and Hostel (which is a branch of the above Society) on November 24 to the boys in the Tailoring and Shoemaking Departments. This branch of the Society's work deals with those boys who have left School and are training to become Tailors and Shoemakers. Mr. Ernest Brown, in his speech, referred to the fact that a large number of the unemployed of to-day are unemployable owing to their not having been trained for any particular trade. The Society's children, not only at Fordham House, but in the other Homes and the Training Ship *Arethusa*, are definitely trained for particular trades, and, when they leave the Society's care, positions are found for them. These children are always employable, and do not therefore enter the ranks of the unemployed. This work is in urgent need of funds, and all donations will be gratefully acknowledged from the Society's Headquarters, 164, Shaftesbury Avenue, London, W.C.2.

CHRISTMAS AND
NEW YEAR HOLIDAY TOURS TO
SOUTH AFRICA
AT REDUCED RETURN FARES
DECEMBER 18, 1936, and JANUARY 8, 1937

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tall strapping Berberines to wait at table
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Nubian taxi-cab drivers hooting gaily in the crowded streets of Cairo
the beauties of Mayfair, Paris and New York in the latest creations
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sharp ping of tennis balls on over-strung racquets at the Sporting Club
gala nights at the great hotels
haggling over the coffee cups in the bazaar
the five furlong sprints at the Gezira race course
luxurious river steamers gliding along the sluggard Nile
ageless relics of Tutankhamen
the sporting golf course which now at last has grass greens
a muezzin calling to the faithful
this is Modern Egypt
primitive Eastern life on the very doorstep of your luxury hotel
at a cost of only a pound or two a day

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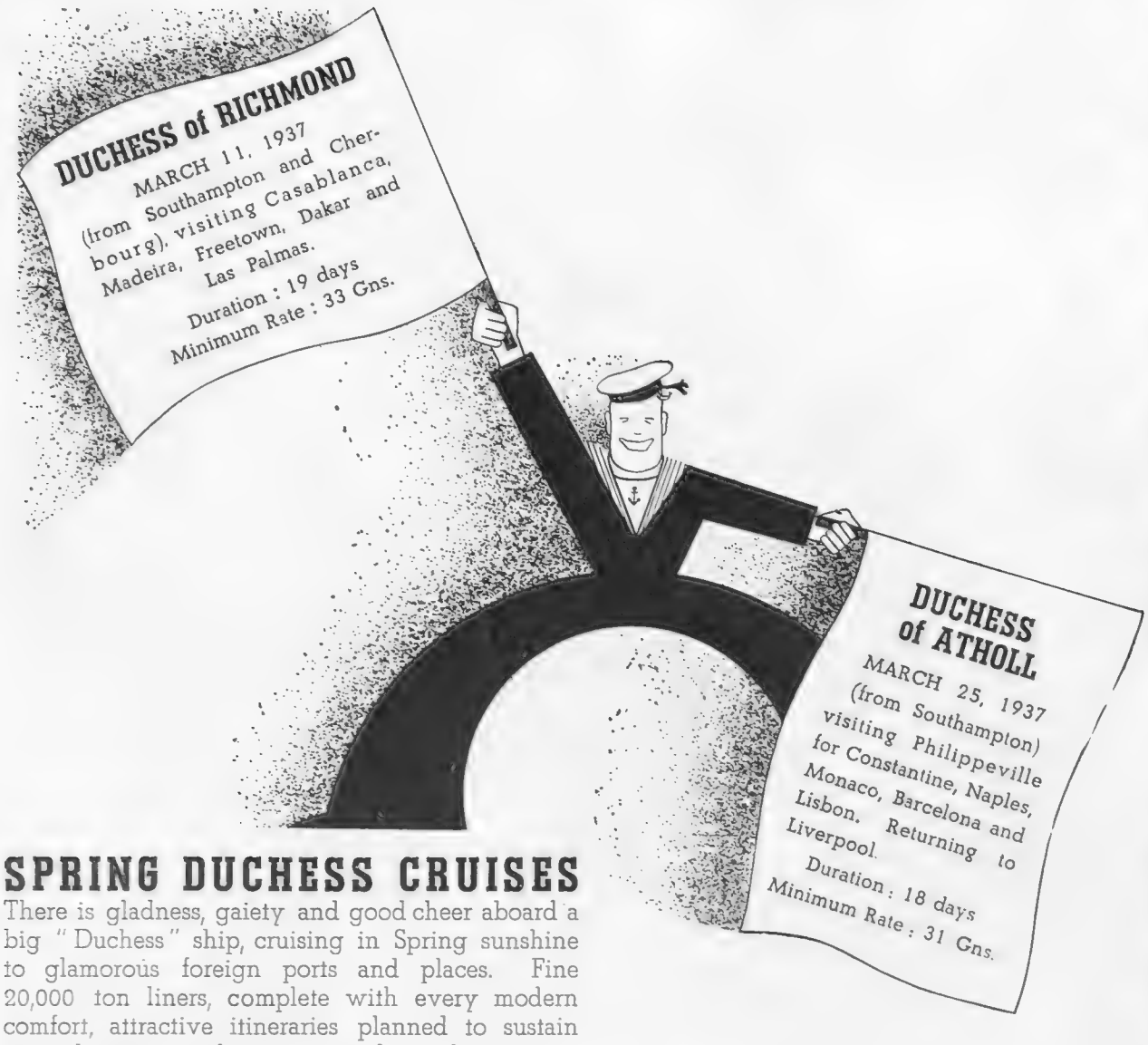

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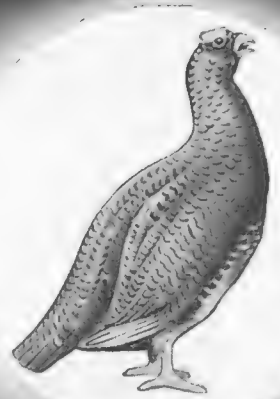

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NOTES FROM NEAR AND FAR

1937 Cruises.—The Orient Line have just produced a preliminary schedule of their 1937 cruises, and very encouraging reading it makes. During the spring and early summer those two famous ships, *Orion* and *Orontes*, will again be undertaking a number of voyages to the Atlantic Islands, Norway, and the Northern capitals, and the Mediterranean. Then, on August 21, there will be a newcomer to the fleet, *Orcades*, which promises to be as lovely a ship as any of the others. She sails for a twenty-four days' cruise to Italy, the Dalmatian coast, Istanbul, Athens, and the Greek Islands. It is reasonable to anticipate that bookings for this will be exceptionally heavy, partly because of the attraction of sailing in a brand new ship, partly because it is at the height of the holiday season. The date is worth making a note of, even as far ahead as this—August 21.

Reduced Fares in Switzerland.—The Swiss Federal Railways desire once again to draw attention to the fare reductions at present obtaining on the Swiss transport undertakings. This reduction is as follows: 30 per cent. on tickets issued in Great Britain for return journeys and circular tours between the Swiss frontier and inland stations, provided that the passenger stays for at least six days in Switzerland. Under certain conditions the same reduction is available for single journeys across Switzerland from frontier to frontier. Although the concession was introduced before Switzerland went off the gold standard, in order to avoid penalising visitors from abroad, it has been decided to continue with it even in the new currency circumstances which recently arose, so that English travellers will reap a double advantage.

Incidentally, the current issue of the Swiss National Tourist Organisation's publication *Switzerland*, has some lovely winter sports photographs.

Cook's "Winter Sunshine."—*Winter Sunshine* is the name of a new booklet which Messrs. Thos. Cook and Son have just brought out for the benefit of all those people who at this time of year feel themselves beginning to wilt away. "If only we could go somewhere warm," they say. . . . Well, in *Winter Sunshine* the warmest places on the Continent, in North Africa, and the British Isles are carefully listed, and a wealth of valuable information about fares, hotels, sightseeing, etc., is given for each. It is quite encouraging to look at on a wet day, even if you happen yourself not to have a holiday immediately in prospect. Also, a surprising point it brings home to one is how very, very inexpensive foreign travel has become in this age of scientific tourist organisation.

For Those with Aches and Pains.—The French Spas are as famous for their healing powers as any in the world. Many of them have been appreciated, more or less continuously, since Roman times, and during the past few years they have all been brought completely up to date. If one suffers from any of the various disorders that can be cured by drinking certain waters or taking certain baths, the spa holiday is an admirable way of benefiting your health and enjoying yourself simultaneously. And nobody realises this, with all its implications, better than do the French. Look at their new travel pamphlet, *The Spas of France*. On the first page is a map with fifty-four spas marked, and the subsequent pages with their descriptive matter and their photographs, almost make one wish one did not feel quite so well. . . .

Music in Vienna.—It was erroneously stated in last week's travel article that Professor Clemens Krauss was in charge of the Vienna Opera. Actually, Dr. Felix Weingartner, who has often conducted before London audiences, is now "General Musik-Director" of the Vienna Opera and Philharmonic Orchestra, and Professor Krauss is once more in Germany.

ANSWERS TO CORRESPONDENTS

The following is a selection from recent replies sent to readers who have addressed queries to "The Sphere" Travel Bureau. Every letter is, of course, answered individually, and we publish these particular examples as being of interest to prospective travellers generally.

Orient Line Plans for 1937—Reductions by the Swiss Federal Railways

A Voyage to Jamaica. Some Useful Hints.—You should calculate on a ten per cent. basis for tipping. For example, if you are spending £50 on your passage, give 30s. to the dining-room steward, £1 to the head steward and £1 to the cabin steward and divide the balance among the others who expect to be tipped.

We do not think it is necessary to book hotel accommodation before landing.

The only hotels on our lists for Jamaica are rather more expensive than the price you mention: the Myttle Bank is the best hotel and the charges are from 25s. per day. The Constant Spring Hotel just outside Kingston is excellent and charges approximately the same price. We are informed that the Melrose House Hotel is small but good and charges £5 per week, but we have no information of this ourselves.

We should not think it necessary to be re-vaccinated and inoculated for typhoid, but if you wish to take some precaution, we suggest you obtain ampoules of an anti-typhoid mixture which can be drunk and do not have the unpleasant effects of vaccination or inoculation. They are effective for about six months and are made up by the Pasteur Institute. If you have any difficulty in obtaining their equivalent from an English chemist, Roberts and Company (foreign chemists) of 76, New Bond Street, London, W.1 can supply these.

South Africa.—As regards a trip to South Africa, there is as you say, a weekly service run by the Union Castle Line; these are the mail boats and the minimum fare is £43 4s. return. There is also an intermediate service running every fortnight of the older boats on which the minimum fare (inside cabin) is £36 return. The older boats take seventeen days to do the trip to Capetown, and the new ones fourteen days. This year there was a round trip for £30 return, but it is not certain whether there will be such cruises in 1937 as the Coronation bookings are very heavy and return passages to South Africa are also booked up. If you decide to go to South Africa, it would be necessary to book your accommodation now. As it is unlikely that there will be a reasonably priced round cruise in 1937, you could return when you wished. A good comfortable hotel in Capetown is the Metropole, 33 Long Street, which charges 5 guineas per week. The City Mansions Hotel charges 12s. 6d. per day, the St. George's Hotel charging 4 guineas per week.

If you go to Capetown you should make excursions to Groote Schuur, in the suburbs where is Cecil Rhodes' house, now the residence of the Prime Minister; by aerial railway to the top of Table Mountain; to the Rhodes Memorial on the slopes of Devil's Peak; and to the many seaside resorts.

More About Switzerland: a small Engadine Resort.—Zuoz is an excellent winter sports centre (5,735 ft.). It is not so well known to the English as many other of the Engadine centres, but each year it attracts a larger number of British visitors, as there is certainty of abundant snow and sunshine.

There is an excellent bob run and a short but sporting toboggan run, skating and curling and some of the best ski-ing in the Engadine with vast practise slopes and a ski school which charges 15 francs per week.

The Alpina is a pension, extremely comfortable, but we do not think there is dancing in the evenings. Pension rates are 10.50 to 11.50 francs per day. The Concordia Hotel is also very comfortable with hot and cold water in the bedrooms, and charges approximately £5 15s. per week; this includes teas, baths, service, and taxes.

The best hotel is the Castell which charges about £6 18s. inclusive as for the Concordia and here there is an orchestra and a ballroom for dancing.

It is possible to make certain economies by travelling on the special trains which run during the season and any travel agency will give you particulars of these.

AN HISTORIC PILE: Bolton Castle, Wensleydale, viewed from the hamlet that lies in the shadow of its walls. It was built in 1379 by Lord Richard Scrope, Chancellor of England

The Ruins of Bolton Castle

Some of the seventeenth-century visitors to Harrogate, then becoming frequented for its healing wells, describe it as a "moorish boggy" place, "nigh unto Knaresborough" where they used to stay. It is far otherwise to-day, for the town, owing to the wide fame of the medicinal springs, is now one of the brightest in the North with hotels and shops rivalling London. But it is not alone for its waters that Harrogate attracts, but also as a centre for seeing the beauty of the Yorkshire dales. Everyone is acquainted with the sylvan charm of the ruins of Bolton Abbey on the banks of the Wharfe, but few know of Bolton Castle in Wensleydale, some 40 miles to the north, though the drive there, especially in autumn when the whole country-side is aflame with colour, is full both with beauty and interest. Bolton Castle is a magnet for all lovers of the unfortunate Mary Queen of Scots, the fact that shew as a prisoner there for six months outweighing its other claims as the stronghold of the distinguished family of Scrope. It stands on the hillside, dominating the vale, and when approached from the moors, still looks as formidable as in the fourteenth century. At close quarters one of the four great corner towers is seen in ruins, due to the demolishments after the Civil War when it held stoutly for King Charles. Qeeen Mary arrived at Bolton Castle on July 13, 1568, being brought from Carlisle which was considered unsafe owing to its nearness to the Border.

B. H.

Drawings by Percy Home

WHERE A QUEEN WAS IMPRISONED: One of the main rooms of Bolton Castle, Mary Queen of Scots spent some months there in 1568-69 under the guardianship of Lord and Lady Scrope

In Quest of Good Hotels

By ASHLEY COURTENAY

A Room with a View at the Greenbank Hotel, Falmouth

EACH morning at 9.30 the Cornish Riviera express slips out of Paddington carrying westwards a varying complement of passengers bound for Falmouth, Penzance, St. Ives, and the districts around. A fine train is this Cornish Riviera express; one feels rather important travelling in her. The chances are that before you start you will stroll along to admire the graceful lines of her engine. The certainty is that once ensconced in your 3rd or 1st class compartment you will be surprised how quickly the hours speed by.

Hallo! Exeter already, and you are just about completing an enjoyable lunch, and, *en passant*, what excellent fellows those waiters are on the G.W.R. restaurant cars.

The train glides on past that lovely stretch of seascape and landscape about Starcross, Dawlish, and Teignmouth, on through North Road, Plymouth, and over the Tamar Bridge, across viaducts, around bends where from the tail of the train you can see your own engine, until Truro is reached, and then commences the beginning of the journey's end. The Falmouth through carriage is detached and, aided by a small puffer, she is shunted on to a local train and within a short while one arrives at Falmouth and her Palm Trees.

The one danger this delightful south Cornish town has to guard against is that people, hearing of the mildness of her climate, seeing the pictures of her gardens filled with tropical plants, may over-exaggerate her climate, so I must stress that Falmouth *is* in England. There are the same variations in climate in the shape of sunny and cloudy days, but unlike the South of France there are no extremes of climate—no really cold nights. In short the climate is, with occasional lapses, mild and sunny and the tropical plants one sees about are the proof positive. It is not often realised that the mean temperature in the winter months is warmer than Montpellier, Pau, and many other Continental resorts, and yet, thanks to the sea, it is one of the coolest places in England during the summer.

Every occasion I have left London in fog I have run into the sunshine at Falmouth, and whilst I have never seen snow there I can say I have seen lambs in February—gambolling in the fields—and not frozen in the shops.

Whenever I go to Falmouth I always stay at the Greenbank Hotel which has an individual charm of its own, and cannot be compared with any other hotel I know of. Situated at the west end of the town and right at the water's edge of Falmouth Harbour, it has both in its history and structure the unmistakable stamp of its association with the sea, for right back to 1688 when H.M.'s post office and packet services sailed from Falmouth Harbour to the world at large there was always a Greenbank Hotel to welcome the travellers from land and sea.

As one enters the hotel from the road there is a small panelled lounge reminiscent of a smoke-room on board ship, with sliding glass doors dividing it from the entrance lounge. Through these glass doors and the bay windows of this lounge there is a perfect panoramic picture of Falmouth Harbour. A picture which never tires since it is always moving. The blue waters dotted with white sail, fussy little tugs, motor boats of varying sizes, and as a constant part of the picture, the castles of St. Mawes and Pendennis, and the little village of Flushing. There is a private pier belonging to the Greenbank immediately outside the hotel and a companion one across the water, both originally built by the Dutch, who at one time had considerable trading interests with Falmouth. Hence the name of Flushing, a village which is reputed to be the warmest in England.

From the windows of the dining room, all the lounges, and most of the bedrooms you get this never tiring view. The bedrooms are delightful. They are all furnished in excellent taste and many of them with a blue colour scheme to match the blue waters of the harbour. They are all modernly equipped, and some have private bathrooms and private sitting-rooms. If, one day you want to feel at peace with the world, and don't want to pay a prohibitive price for your desires, ask for No. 3 or No. 1 suite at the Greenbank.

No. 1 suite has a sitting-room which commands a view of the whole of the harbour, and No. 3, a double room, has a private bath attached which you will want to take home with you, so reluctant will you be to leave it! Actually the majority of the rooms, though of varying sizes, are of the same high standard. One gets the impression of being on board ship, but without any of the accompanying disadvantages. There is no rolling, no pitching, no sense of being cramped, and if a staunch teetotaller should adopt a slightly nautical roll as he walks down the corridor to his bedroom, he could be excused for this very prevalent feeling that one is afloat.

The cooking, and service in the dining-room complete the perfecting note at the Greenbank. If it were a fact that men are better connoisseurs of good food than women, it might account for the predominance of the male sex I noticed in the dining-room, which gave it the atmosphere of a West End club rather than an hotel dining-room.

Certainly the Greenbank always attracts a very nice class of person of both sexes, and one can only put down as reasons for this that the hotel is excellently run, that the charges are most reasonable, and always, there is that marvellous view.

Mr. Ashley Courtenay is always pleased to advise "Sphere" readers of hotels, both large and small, known to him personally. Letters should be addressed to him c/o the Editor of THE SPHERE, *32, St. Bride Street, London, E.C.4.*

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"A Year in the Life of Charles James Fox" *by T. Wester Lloyd*
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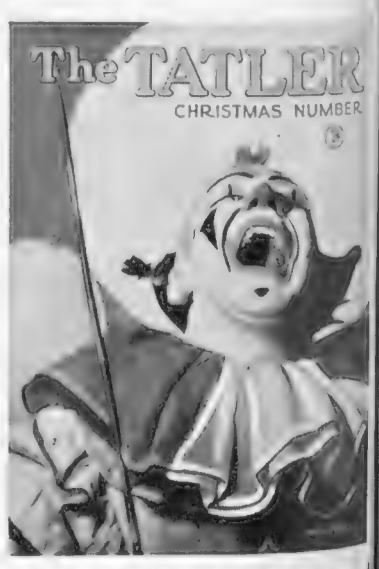

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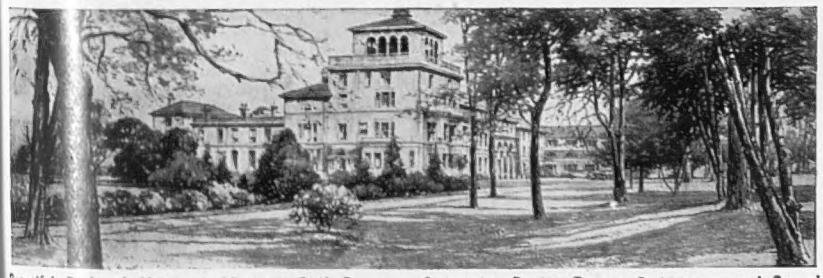

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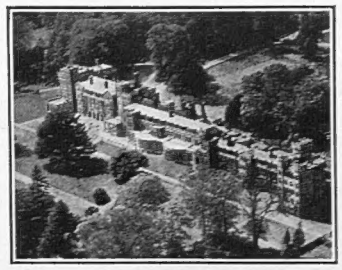

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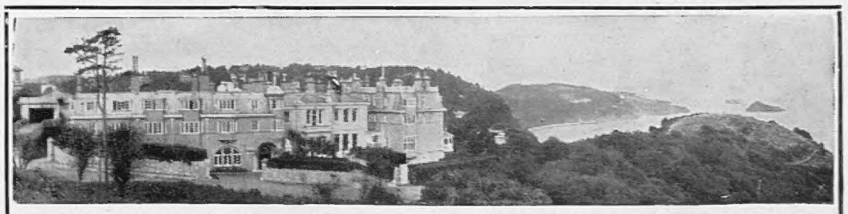

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Plays of the Week

Reviewed by

PHILIP PAGE

WHAT an appalling disaster it would be for the London stage were the two Yvonnes—Printemps and Arnaud—to learn to speak English without a trace of French accent! Perhaps it would be more accurate to suggest that the disaster would be in their suddenly forgetting that accent.

Frequently broken English *à l'Yvonne* has been the making of a play. I trust that it will make *O Mistress Mine* at the St. James'. Mr. Ben Travers, in his farces at the Aldwych Theatre showed a flow of invention in the matter of amusing dialogue. Here his flow is as Mlle Printemps says in one scene, "stag*nant*."

This is a Ruritanian play, of a Balkan Queen in distress, of revolutionaries and counter-revolutionaries, of an unpleasant King not loved by the beautiful Queen, and of a pleasant rescuer loved by her very much indeed. Now there are three ways of treating such a theme. The first is to treat it as did George Alexander and Anthony Hope in this very theatre—i.e. with heavy and deadly serious romance. The second way is to fashion a light, witty comedy—if possible a rather daring one. That is certainly what M. Sacha Guitry (Mlle Printemps would probably endorse this) would have done, and that is what Mr. Travers has tried to do and, I think, almost completely failed.

Or finally, one could make a musical comedy of it. This should not be difficult for Mlle Printemps sings charmingly—she is, mercifully, allowed to sing a bit in this play, but not nearly enough—and the pattern of the blue uniform worn by Mr. S. J. Warrington as a revolutionary General could easily be copied and worn by twenty nice-looking young men with good voices. Mr. Frederick Lloyd has a *vieux marcheur* part which would fit Mr. George Graves as well as that uniform fitted Mr. Warrington, though I do not suggest that Mr. Lloyd would not be equally effective in more musical surroundings.

M. Pierre Fresnay, supposed to be half-English and half-Austrian and to be living half in Sussex and half in Mayfair, was easy and sympathetic but rather wasted. He is the type of sophisticated young actor to whom dialogue is as essential as petrol to a car. Without it he does not seem to be able to get going.

The main entertainment is provided by the Printemps personality and the Printemps pronunciation.

"Julia."—Although Covent Garden is too large for a work of the calibre of Mr. Roger Quilter's *Julia*, the size of the theatre is not solely to blame for a certain disappointment attendant on this production of the British Music Drama Opera Company. It was, of course, a sporting and patriotic thing for them to present an all-British effort. But "patriotism is not enough," nor, even, is sportsmanship.

Some malign fate seems to hang over these most laudable attempts to show that "Todgers can do it." I was delighted to hear the rapturous enthusiasm with which the work was received on its first performance, and to try to hear Mr. Quilter's speech, which was as inaudible as a good deal of the dialogue. But that does not alter my conviction that the *Julia* brand of operetta simply will not do in any theatre, whatever its size, any more than it lessens my determination to whoop more loudly and more joyously than any of those Julian enthusiasts when a British work appears which *will* do. The admirable model set by the late Sir Edward German has served its purpose well, but is now worn out. I doubt whether *Tom Jones* itself would be more than a mild success to-day; that 1936 has any real use for *Tom Jones*-and-soda is beyond any doubt.

Ye Olde Englyshe story has got to be played more slickly, produced with more ginger, and have more fun about it, if it is not to be forgotten after a polite reception, except, possibly, by amateur dramatic societies. These hoops and farthingales and wigs and graceful curtseys and jollie funne in ye inne were pretty enough in *Julia* and the stage pictures were often delightful. But unless a very drastic revision of the book is made before its next appearance—the Covent Garden performances were limited in number—I can see no niche for *Julia* in England's light operatic structure, though the music will probably be heard through many an Olde Englyshe Wirelesse Sette.

Mr. Quilter has written in the past some of the most exquisite songs possessed by any country. In *Julia* he is often up to his highest form, but not always. Possibly he was deliberately out for the groundlings in writing a "theme" waltz of Viennese flavour, such as Herr Richard Tauber, an appreciative member of the first-night audience, would have got his teeth into with immense verve. The result of such mixture of style made his score somewhat of a patchwork Quilter. Yet the greater part of that score is delicious, and not even a certain concerted number could be robbed of its real beauty by a singer whose tone quality was a fair imitation of a slate pencil rubbed on a paving-stone.

Miss Margaret Bannerman gave a charming performance in every way, her voice true and pleasing though, of course, small for the building; if she does not sing like a prima donna one can at least be thankful that she does not look like one. Vocally the best performance was that of Mr. Henry Wendon; but he was more at home in the place and had been Pinkertoning his way through *Madame Butterfly* only a few nights before.

"Waste."—The C minor Prelude of Chopin played on the piano with funereal effect the moment the curtain had risen showed those few people (presumably) at the Westminster Theatre the other night who had not read Mr. Granville-Barker's play, *Waste*, or had not heard all about it, that we were in for a grim evening. The time was after dinner, and guests at the house-party sat about with gloomily appreciative faces. But that music was the very spirit of carnival compared with the political discussion which followed. Infinitely did I prefer the Prelude to the politics.

Yet the music, the subsequent slow conversation, and the deliberate pace at which *Waste* opens are obviously part of the scheme of the author, who is also the producer, to waste of *Waste* not one jot. Mr. Granville-Barker's tendency in the past has often been to over-produce, to be too meticulous, to pay too much attention to detail. Whether or no he has been guilty of this fault here, *Waste* remains an unquestionably fine play and the whole production of it is most impressive. Even Mr. Granville-Barker's moments of tedium and of pomposity—and I maintain that for all his exceeding brilliance he has both—are, somehow, impressive.

This political story of a man of brains and great achievements who was "wasted" because an entanglement with a girl drove him out of public life and to suicide was banned by the Censor thirty years ago for reasons which to-day seem hardly conceivable. Probably the banning did the play a bit of good. It is too fine a work not to have survived in any event; but to have been talked about by the intelligentsia, and even by some of the ignorantsia, over so long a period has given it additional *réclame*. It dates very little.

I never saw any of the private performances of *Waste*. They can hardly have been better than this public one.

Mr. Nicholas Hannen has at last a part in which he does not have to give an idea that he is apologising for its stupidity. His Trebell is a very fine piece of work indeed. Prominent, also, in that interesting portrait gallery are Mr. Felix Aylmer and Miss Nina Boucicault, grey-haired, incisive, and witty. Possibly Miss Catherine Lacey was too exasperatingly fluffy as the girl in the case. Are brilliant men entrapped by anything as silly as this? Well—perhaps they are. Anyway, this one was.

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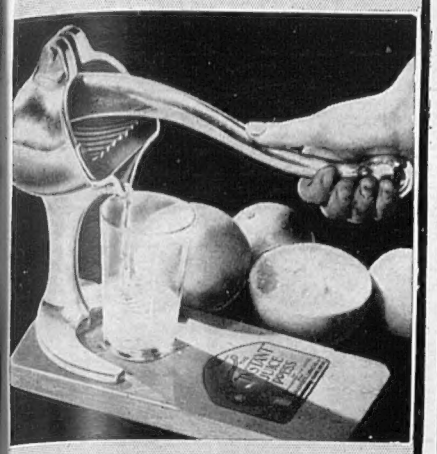

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